

CHINA



MAIL.

Vol. XXII. No. 1120.

HONGKONG, THURSDAY, 2ND AUGUST, 1866.

Price, \$15 per Annum.



OFFICIAL NOTIFICATIONS.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail*, and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Canton.

British Consulate,
Canton, 16th April, 1866.D. B. ROBERTSON,
Consul.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail*, and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Amoy.

British Consulate,
Amoy, 24th April, 1866.R. SWINHOE,
Consul.

INTIMATIONS.

"CHINA MAIL" OFFICE.
PUBLISHED AT THIS OFFICE,
No. 2 WYNDHAM STREET,
BACK OF THE CLUB.

1. THE EVENING MAIL.

A DAILY PAPER.
PRICE.—\$2 per Month.
TERMS OF ADVERTISING.—First insertion, Ten lines and under \$1; each additional line, 10 cents. Subsequent insertions, per Week, 50 cents and 5 cents. ("Auction" Notices are excepted, for which only one charge per week is made.)

2. THE CHINA MAIL.

AN ORIGINAL WEEKLY PAPER.
(EVERY THURSDAY NIGHT.)
PRICE.—\$15 per Annum; Single Copies, 44 cents.

ADVERTISING.—Same as *Evening Mail*.
THE CHINA MAIL HAS BEEN PERMANENTLY ENLARGED IN SIZE, namely from 4 to 8 full pages. It is the only weekly paper published in China which contains a complete summary of Hongkong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India and the Straits. Its circulation, which has of late considerably increased extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to Advertisers in this newspaper.

3. OVERLAND CHINA MAIL.

CONSISTING OF 8 FULL PAGES, and containing the articles in the *Evening* and *China* Mails with Summary of News and Commercial Summary.

ONCE-A-FORTNIGHT.

THE MORNING OF THE MAILS DESPATCH.
PRICE.—To Subscribers to the Weekly issue, \$8; to Non-subscribers, \$12. Single Copies 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notice or Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTEDE & Co.

Hongkong, 17th May, 1866.

NOTICE.

MESSRS. A. SHORTEDE & Co. would draw the attention of parties advertising to the facilities offered by the alterations lately made in the management of the Firm for repetitions in Chinese of Notices respecting Shipping and Mercantile affairs generally. These advertisements will at first be inserted in the Supplemental Sheet, and should a sufficient number be sent in will be published on a separate slip.

TERMS FOR ADVERTISING.

For the *Current Week*.
If translated by Messrs SHORTEDE & Co. \$1 for the first fifty characters, beyond that number one cent per character.
If sent in already translated into Chinese 50 cents for the first fifty characters, beyond that number one cent per character.
Repetitions half-price.

Copperplate Bill Heads and Visiting Cards promptly and neatly executed. Paper and Envelopes embossed with Crests, Initials, &c.

A. SHORTEDE & Co.

"China Mail" Office,
Hongkong, January 25, 1866.

NOTICE.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED.
NOTICE is hereby given that the Third CALL, of \$25 each, due upon the Shares of this Company, will be due and payable on the 6th day of August next, at the Offices of the Hongkong and Shanghai Banking Company, Limited, Hongkong, where receipts will be granted for the amount by the Manager, which receipts can be exchanged for Share Certificates at the Office of the Company on and after the said 6th day of August next.
Interest at the rate of twelve per centum per annum will be charged on all amounts unpaid.
By Order of the Board of Directors.
(Signed) AUGUSTINE, HEARD & Co.
General Agents,
Hongkong, July 5, 1866.

P & O S N Co's NOTICES.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton;
ALSO
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ORI-SA," Captain CURLING, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above places, on SUNDAY, the 12th August, at 9 A.M.

CARGO will be received on board until 5 P.M. on the 10th instant. SPECIE until Noon on the 11th; and PARCELS until 5 P.M. on the 10th.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
** Shippers of Cargo on the Company's Black Bill of Lading, are particularly requested to note the Terms and Conditions of these Bills of Lading, with reference to the transshipment and forwarding of Cargo with a view to the adequateness of their Insurance Policies in respect of the same.

For particulars regarding Freight and Passage apply at the P. & O. S. N. Co.'s Office, Hongkong.

W. R. DALZIEL,
Acting Superintendent.

Hongkong, July 30, 1866.

NOTICE.

THE following Packages are still unclaimed, and are lying in the P. & O. Co.'s Parcel Room at the risk of the Consignees, who are requested to take immediate delivery.

From Southampton,—
J. J. M. 6, 1 Box Worsteds.
A. C. 6, 1 Box Sundries.
D. H., 1 Box Sundries.
Munser. Decourt, 1 Box Apparel.
J. P., 98, 1 Box Cigars and Cigarettes.
Ex "Formosa,"
Thos. Walters, Esq., 1 Box Sundries.
Hongkong, July 31, 1866.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO SHIPPERS OF TREASURE.

TO facilitate the work of Shippers, the Company have arranged to receive any Treasure intended for Shipment in their Offices in the Queen's Road.

Treasure will be received in this manner and day between the hours of 10 A.M. and 4 P.M., up to the day preceding that of the Steamer's departure. Should the hour fixed for leaving be later than Noon, shipments will be received on the day of departure, from 7 to 9 A.M.

Shippers desiring to avail of this arrangement will please send along with their Treasure, Shipping Orders and Receipts carefully filled up with Marks, Description, and Destination, and if the Bills of Lading are delivered at the same time the work will be greatly facilitated.

The Company of course except the "risk of boats," &c., as covered by ordinary Marine Insurance.

With reference to the foregoing notice, it is hereby intimated that the Company's Godowns are now ready for the reception of Opium and other cargo for shipment in the Company's Steamers, under the same condition as stated above.

THOS. SUTHERLAND,
Superintendent.

Hongkong, 1st August, 1864.

NOTICE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

MR WILLIAM ROBERT DALZIEL, will assume charge of the Company's Business in Hongkong from this date and until further notice.

THOS. SUTHERLAND,
Superintendent.

Hongkong, April 16, 1866.

P & O S N Co's NOTICES.

NOTICE.

NOTICE is hereby given that the Company's Rate of Freight on TREASURE to and from all the Coast Ports is now reduced to a uniform rate of one quarter per cent.

THOS. SUTHERLAND,
Superintendent.

Hongkong, March, 22, 1866.

MESSAGERIES IMPERIALES.

NOTICE.

THE following Cases are still unclaimed and are lying in the "Messageries Impériales" Parcel Room, at risk and Expense of the Consignees, who are requested to take immediate delivery:—

From Bombay.—
N/M, 2 pieces and 1 Bundle Ivory.
From Marseilles.—
L. (in diamond), 1 Case Books.
J. L. & Co., No. 11, 1 do. Glassware.
Puscole Pustovethy, 1 do. Preserves.
M. L. G. I., 1 Baggage.

Ex "Donat,"
B. G. I., 1 chest Photographic Apparatus.
L. T. 221, 1 chest Baggage.

Y.
Ex "Alphée" From Marseilles.—
W. C., (in diamond), 11 cases Merchize.
J. L., 55 57/60, 63/67, 10 Rifles.
J. L., 5/6, 2 do.
L. E., No. 5, 1 Straw hats.

A. CONIL,
Agent.

Hongkong, July 28, 1866.

NOTICE.

CONSIGNEES of Cargo by the Messageries Impériales Steamer "Cambodge" are requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

A. CONIL,
Agent.

Hongkong, August 2, 1866.

MISCELLANEOUS.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT combines the lightness of the FINE HAT and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which ELLWOOD'S PATENT AIR-CHAMBER HATS have so long been celebrated.

HATS, CAPS, HELMETS of every description manufactured at the Works of
J. ELLWOOD & SONS,
Great Charlotte Street, S. London.

CAUTION.—No Air Chamber Hats or Helmets are genuine, unless they bear on the lining "ELLWOOD & SONS" name.
Orders through Mercantile Houses carefully shipped.

BENZINE COLLAS.

THIS Preparation is of the greatest use in dissolving out all Greasy Stains from Silks, Cloths, and Wearing Apparel of every description, as also from Furniture, Carpets, &c. However delicate the Fabric, this Liquid will not damage it; and being perfectly neutral, it may be used for removing Greasy Stains from Valuable Papers and Drawings. For cleaning Gloves it stands unrivalled. Price 1s. 6d. Wholesale Agent J. Singer and Son, 150 Oxford St. London, and all Chemists and Druggists. Observe the name, COLLAS. All others are counterfeits.

FIELD GLASSES.—BURROWS

BINOCULAR FIELD and SEA GLASSES, finest quality Indian Mounts £3. 13s. 6d., £6. 6s., and £8. 8s. Power in proportion to price.

ALUMINIUM GLASSES.

EXTREMELY LIGHT, £10. 10s., £14. 14s., £16. 16s., £18. 18s.
The Large Glass at £18. 18s. (6 by 5 inches) is one of the most powerful yet made.

Address, with Remittance
W. & J. BURROW, MALVERN, ENGLAND.
Or order through Messrs SMITH, ELDER & Co., or Messrs GRINDLAY & Co.
CAUTION.—BURROW'S Glasses bear their Name and Address.

NEW "VICTORIA" DYES.

JUDSON'S
Victoria Violet
AND
VICTORIA ROSE
MAGENTA.

Trade Mark:
"A PEACOCK."

Packed in
1 lb. Tins.....at 16s. per lb.
2 oz. Bottles.....at 1s. 3d. "oz."
1 oz. ".....at 1s. 6d. "oz."
These Dyes are in FINE POWDER—dissolve thoroughly in warm water in the space of one minute—dye instantaneously without any other admixture; suitable for Cotton, Wool or Silk, Feathers, Fibres, Ivory, Hair, &c. &c.
The brilliancy of these Dyes is unsurpassed, while their solubility is guaranteed, and they are warranted not to spot.

DANIEL JUDSON & SON,
LONDON.

Order Judson's Victoria Dyes through any Merchant in England.

MISCELLANEOUS.

Dinneford's Fluid Magnesia.

Is the great Remedy for ACIDITY OF STOMACH, HEADACHE, HEARTBURN, INDIGESTION, SORE ERUPTION AND BILIOUS AFFECTIONS. It is the Physician's Cure of GOUT.

RHEUMATIC GOUT, GRAVEL, and other complaints of the Bladder, and in the cases of FEVER and "EVERIS" IRRITABILITY OF SKIN. Its goodness, grateful cooling effects. As a safe and gentle Medicine for Infants, Children, Delicate Females, and for the sickness of Pregnancy, DINNEFORD'S MAGNESIA is indispensable, and when taken with the Acidulated Lemon Syrup forms A DELICIOUS EFFERVESCENT SALINE AND APERIENT.

Prepared by
DINNEFORD & Co.,
CHEMISTS—LONDON.

And sold by Druggists and Storekeepers throughout the World.
CAUTION.—Ask for DINNEFORD'S MAGNESIA, and see that DINNEFORD & Co. is on every Bottle and Label.

MACHINERY.

MR A. F. YARROW, Engineer, contracts for all kinds of Machinery, and will furnish prices and full particulars on application.—38, Cornhill, London, E.C.

TUPPER & COMPANY.

Manufacturers of GALVANIZED CORRUGATED IRON, IRON ROOFING, SHEETS, BUILDINGS, CHURCHES, SCHOOLS, &c., 61, MOORGATE STREET, LONDON, E.C.

CORDIAL of the BENEDECTINE MONKS of the ABBEY of FECAMP.

THIS Liqueur, which dates from 1510, is Tonic and aperient, Digestive, and of an exquisite flavor. The salutary Plants of which it is composed are gathered on the Cliffs of Normandy, they possess all the vivifying emanations of the Northern Sea, and compose one of the best Cordials and one of the most efficacious preservatives against epidemic diseases.

It is the French Medical men have almost unanimously prescribed it for patients who by their gastric tendency were more subject to attacks of FEVER and CHOLERA. May be had of
A. LEGRAND, AINE AT FECAMP.
HOUSE IN PARIS.—No. 19, Rue Vivienne.

This Liqueur may be found all over the World at the Principal Wine and Spirit Merchants, Pharmacists, Confectioners, Grocers, and Dealers in Provisions in General, &c.

Coughs, Asthma, and Incipient CONSUMPTION ARE EFFECTUALLY CURED BY KEATING'S COUGH LOZENGES.

FOR half a Century this well-known remedy for Pulmonary Disorders has successfully stood the test of public approval, and their usefulness has been extended to every clime and country of the civilized world. They may be found alike on the gold fields of Australia, the back-woods of America, in every important place in the East or West Indies, and the Palace of Peking. During this long period they have withstood the pretensions of numerous inferior rivals, and are now the acknowledged antidote of Coughs, Colds, Asthma, &c.
Sold in Bottles and Tins of various sizes THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard London.
N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraved on the Government Stamp of each Box, without which none are genuine.

INDIGESTION & STOMACHIC WEAKNESS IMPROVED BY

THIS Invaluable Medicine for weak and impaired digestion, may be had in the form of Powder, Wine and Lozenges. The Powder is Pure, the Wine Unalterable, and the Lozenges a New, Agreeable, and convenient manner of taking the medicine.

PEPSINE GLOBULES IN BOTTLES.
Manufactured by
T. MORSON AND SON,
51, 53, and 124, Southampton Row, Russell Square, London.

And may be obtained of all respectable Chemists and Storekeepers.

GELATINE (MORSON'S PATENT.)
MORSON'S KRESOTE,
and every description of Chemicals, and all New Preparations carefully packed for shipment.

** See their Name and Trade Mark on all Preparations.
Orders to be made payable in London.

REDUCTION

in Prices of VULCANIZED INDIA RUBBER, MACHINE BANDS, VALVES, WASHERS, HOSE, TUBING, all kinds of CLOTHING, and every Article made in this Material.
All Goods Warranted.
Eleven Prize Medals have been awarded these goods.
GEORGE P. DODGE.
SOLE CONTRACTOR TO H. M. ADMIRALTY, BERMONDSEY RUBBER WORKS, and 79, Upper Thames Street, London. Houses of some importance wanted to accept consignments.

MISCELLANEOUS.

WELLINGTON KNIFE POLISH.

JOHN OAKEY & SONS, MANUFACTURERS OF EMERY, BLACK LEAD, CABINET GLASS PAPER, EMERY AND GLASS CLOTH, INDIA RUBBER KNIFE-BOARDS, SILVERSMITH'S SOAP For Cleaning and Polishing Silver, Electro-Plate Plate Glass, &c., SCOTCH, FRENCH, LONDON, AND OTHER GLUES.

Wellington Mills, Blackfriars Rd., London, S.

PICKLES, SAUCES, JAMS, &c.

(FINE FROM ADULTERATION.)
Manufactured by
CROSSE & BLACKWELL,
Purveyors to the Queen,
Soho Square, London.

CROSSE & BLACKWELL'S Renowned First class Manufactures are obtainable from every Respectable Provision Dealer in the World. Purchasers should see that they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of PLATINUM STEAM COILS; and are precisely similar in quality to those supplied by them for use at
HER MAJESTY'S TABLE.
C. & B. are AGENTS for LEA & FERRIN'S CELEBRATED WORCESTERSHIRE SAUCE, and are manufacturers of every description of Oil-meat's Stores of the highest quality.

CORRUGATED GALVANIZED IRON SHEETS.

(BEST QUALITY ONLY.)
F. BRABY & Co., LIMITED,
MANUFACTURERS AND MERCHANTS.
Roofs supplied with or without Framework.

BRABY'S ITALIAN ROOFING ZINC, GALVANIZED ZINC, SHEET ZINC, IRON TANKS, Wire Netting, Buckets, and all other Galvanized Goods.

Illustrated Price Lists free on Application.

FREDERICK BRABY & Co., LIMITED,
Fitzroy Works,
USTON ROAD, LONDON.

INSURANCES.

London Insurance Corporation.

(Established by Charter 1720.)
THE undersigned, Agents at Hongkong for the above Corporation, are prepared to grant POLICIES against FIRE, to the extent of £10,000 on any BUILDING, or on MERCHANDISE in the same.

DENT & Co.,
Agents.
Hongkong, 12th April, 1865.

London and Oriental Steam Transit Insurance Office.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., Managers.
Established 1843.

THE undersigned is authorised to accept Risk on behalf of this Office, by First class Steamers.

THOS. SUTHERLAND,
Agent.
Hongkong, 17th March, 1862.

North British & Mercantile Insurance Company.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

ACCUMULATED FUNDS £2,233,927.
ANNUAL REVENUE £497,263.

THE Undersigned AGENTS at Hongkong for the above Company are prepared to grant POLICIES against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.

GILMAN & Co.
Hongkong, June 21, 1864.

NOTICES OF FIRMS.

NOTICE.

WE have this day established ourselves at this Port, as General and Commission Merchants, under the Style and Firm of MELCHERS & Co.

HERMANN MELCHERS,
ADOLF ANDRE.
Office No. 4, Graham St., near Q's Road.
Hongkong, August 1, 1866.

NOTICE.

WE have this day established ourselves at this Port, as General and Commission Merchants, under the Style and Firm of MELCHERS & Co.

GIBB, LIVINGSTON & Co.
Hongkong, January 11, 1866.

NOTICES OF FIRMS.

NOTICE.

I HAVE this day retired from the Business heretofore carried on by me in favor of my Nephew MR JOHN STEWARD LAPRAIK.

D. LAPRAIK.
Hongkong, July 2, 1866.

WITH reference to the above, I have admitted as Partner MR ALEXANDER McGLASHAN HEATON, and the Business will hereafter be conducted under the Style and Firm of DOUGLAS LAPRAIK & Co.

JOHN S. LAPRAIK.
Hongkong, July 2, 1866.

NOTICE.

MR ADOLPHUS T. EIMBOCKE has this day been admitted a Partner in our Firm.

CARLOWITZ & Co.
Canton, July 1, 1866.

WE have this day established a Branch of our Firm at Hongkong. Office No. 2 d'Aguilar Street, formerly Bank of India.

CARLOWITZ & Co.
Canton, July 1, 1866.

NOTICE.

THE BUSINESS STOCK IN TRADE, PLANT, &c., of Messrs A. SHORTEDE & Co. as well as the Proprietorship of their several publications has been disposed of to MR NICHOLAS BELFIELD DENNIS; and the Undersigned hereby gives notice that his Interest and Responsibility in the Firm ceases on the 1st July 1866.

EDWARD ANDREWS.
Hongkong, June 29, 1866.

WITH Reference to the above announcement our business will be conducted under the Style or Firm of A. SHORTEDE & Co., as heretofore, and MR EDWARD ANDREWS is authorised to sign our Firm.

A. SHORTEDE & Co.
Hongkong, June 29, 1866.

NOTICE.

THE Interest and Responsibility of MR JAMES ATKINSON in our Firm ceased on the 18th June 1866.

LAMBERT ATKINSON & Co.
Hongkong, June 22, 1866.

NOTICE.

WE have this day re-established ourselves in Business, which we will carry on in Shanghai instead of Hankow.

INNES & Co.
Shanghai, April 16, 1866.

NOTICE.

MR EDWARD WALLACE, is authorised to sign our Firm in Yokohama per procuration.

PHILLIPS, MOORE & Co.
Hongkong, April 13, 1866.

NOTICE.

WE have this day established a Branch of our Firm at Yokohama, Japan.

PHILLIPS, MOORE & Co.
Hongkong, April 13, 1866.

NOTICE.

THE Interest and Responsibility of the Undersigned in the WATCHMAKING, and JEWELLERY Business, ceased on the 1st January, 1866, from which date all DEBTS will be collected and all Claims paid by MR GEORGE B. FALCONER who has taken over the Business from that date.

DOUGLAS LAPRAIK.
Hongkong, April 2, 1866.

WITH Reference to the above Advertisement, the Undersigned begs to notify that the Business will be carried on by him from this date, under the Firm and Style of G. FALCONER & Co.

THE CHINA MAIL.

PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 2^d AUGUST, 1866.

DEATHS.

At No. 2 Yuen ming-Yuen Buildings, Shanghai, on the 23rd July, of Sunstroke, CHAN JAMES HOWELL, aged 22.
At the General Hospital, Hongkong, on the 28th July, JOSEPH NABERS, Private, Gun Lascar Company, aged 21 years (Consumption).
At the Government Civil Hospital, Hongkong, on the 29th July, W. L. HAN, 27, at reman, late of Military Store Department, aged 31 years.

ECHOES OF THE WEEK.

Conviction and sentence to death of 9 pirates—Sentence to death of the Murderer of Mrs MEYERS and child—Capture of the Chief of the pirate gang—The Trial of Pedro Loureiro—Meeting of creditors of the Commercial Bank—Bathing house scheme—Ti-ping-tien-kwok—Arrival of the New Captain General at Manila.

Nothing of very great importance has transpired during the past week so far as Northern news is concerned; no fresh intelligence respecting the rebels has come to hand and if "no news is good news," Peking, Newchwang and Chefoo especially are progressing most favourably. Locally the chief subjects of conversation have been the trial and conviction, on Friday last, of a batch of pirates, 9 being found guilty and two acquitted. At the conclusion of the evidence for the prosecution the Jury offered to find a verdict of "guilty" respecting all the prisoners for which they were sharply rebuked by the Judge. It appears however that they were under the impression that there was no evidence for the defence which explains an otherwise curious proceeding.

Wong qui fook (he has been called Wong A fook in all the reports) was sentenced to death on Monday last for the murder of Mrs Meyers and her child. The cold blooded atrocity of the deed makes one wish that English law permitted the infliction of some more painful death than hanging. He states that he was assisted by, or rather only gave assistance to, another scoundrel and that his share of the booty robbed was only two dollars. This is considered a fiction by the Police Authorities, but if such a miscreant does really exist it is to be hoped that the police will lay hands on him. Few would grudge help in time, or money, to effect such an object.

Another piracy took place on Friday last. Without discussing the probable results of the new ordinance respecting the establishment of a Court of Piracy, those relating to the registration of natives and the Harbour and Coasts Ordinance must have a very sensible effect in the diminution of crime. Had they been in operation we should probably have been in a position to "fix" somebody with the crime of harbouring pirates.

The *Opposum*, *Haughty* and *Osprey* went out to look for the boards of the *Bonaventure* but returned unsuccessful.

Talking of pirates the great gun of those scoundrels has been caught at last. It seems doubtful whether they will manage to convict him of any actual capital crime however, unless some fresh witnesses turn up. His connexion with pirates is quite provable but it would be well to hang such a villain out of the way at once. Placards are said to have been found posted up in various parts of the town threatening to burn down Victoria if the nine pirates now under sentence of death were hanged. This statement was originally made public by ourselves and has since appeared in other papers—whether from an independent source or not we cannot say; but the police have been unable to find anything more than a couple of notices asserting the innocence of one of the prisoners. We have since heard the statement made by a Chinaman but we omitted to ascertain whence he derived his information. Any how, true or not, a better commentary could scarcely be made on the state of native blackguardism in Hongkong than the fact of its being readily credited that such a document actually made its appearance.

A notable trial has just come off at Macao viz that of the King of Portugal and Messrs Dent & Co. versus Pedro Loureiro. It lasted three days, commencing Monday the 23rd and ending on the 25th July.

The Attorney General for Macao stated in his speech that he opined there was not sufficient evidence to prove an abuse of Confidence and Falsification of Dent & Co.'s Books, but the Junta de Justica sentenced the accused to six months imprisonment and transportation or banishment to one of the Portuguese Colonies on the West Coast of Africa for 15 years. In this sentence signed by all the 7 members of the Junta, (six of whom are laymen) the Judge signed himself as overruled, declaring that he agreed with the Attorney General that there was not sufficient evidence to condemn the accused. As however he has the right of appealing to the Supreme Tribunal at Lisbon, which is composed of Judges, it is possible that he may obtain leave for a new trial.

At the meeting of the creditors of the Commercial Bank Corporation on the 27th

ultimo, a resolution was proposed by Mr Granville Sharpe to the effect that an application should be made to the Master of the Rolls for an order permitting the local representative of the official liquidator to accept and receive proof of debts, due by the Hongkong Branch of the Bank, instead of creditors being compelled to have proof made in London as now advertised; and for an order for the payment of such proved debts (so far as consistent with the interests of the general creditors and shareholders) here instead of in London. That the attorney of the official liquidators be requested to support this application and, in the event of such application being refused, obtain an extension of the period granted for proof of debts by Hongkong Creditors.

This resolution was carried without dissent, but a great many creditors abstained from voting in its favor. This being noticed by Mr Pollard he requested the Chairman to put the resolution to the meeting a second time. This was refused by that gentleman who stated that he would put any new resolution to the creditors present. Mr Pollard then stated that he could not ask for the terms stated in the resolution unless it was unanimous, and the meeting separated without apparently any understanding having been come to.

The new Bathing house scheme is progressing; \$800 yet remains for collection but no great difficulty is anticipated in raising it. The total cost of the affair will be \$5,000.

A most remarkable book—remarkable from the fact of its combining the names of the most respectable of publishers with that of the most rowdy of authors on its title page has lately made its appearance out here. To those simply fond of imaginative literature it will be found most amusing while to those who have watched the progress of events in China with thoughtful minds the trash its covers contain will be simply disgusting. We must refer our readers to another part of our columns for a more extended notice of this work—noticeable only from the foul aspersions it casts on the names of men whose worst acts are more praiseworthy than the best deeds of the author as recorded by himself.

FROM MANILA we learn that the new Captain General, or rather officer acting as such, had arrived on the 9th ultimo. There seems to be a strong feeling of dislike against the former governor, General Lara and our correspondent's letter is full of complaints of his extortion, &c., all of which it is to be hoped may be taken *cum grano salis*. The new officer is said to be very popular. He is trying afresh to raise a Government loan but apparently with small prospects of success. The death of Mr Webb, late H. M. Consul at Manila is also reported.

A COMPREHENSIVE registration system is the only basis on which it is possible to found an effective police in this Colony. So long as the authorities are in ignorance of the numbers, names, characters and abiding places of the people, and of the classes among whom a police force must operate, they are simply working in the dark and like all men in that predicament make very little head way. H. E. The Governor has recognised this fact and his scheme of Reform embraces amongst other things a Registration Ordinance of the most comprehensive nature and which if only well worked out and zealously carried into operation will go far towards improving the character of this Colony.

The Ordinance in question is one of those that was read for the first time at the last meeting of the Legislative Council. It has been published in full in the Government Gazette of Saturday last and also in the Daily Press of Monday the 30th ultimo. It may be divided into two parts, that which provides for the Registration of houses tenanted by Chinese, and of their occupants, and that which ordains the registration of all Chinese servants, thus providing, in connection with the ordinance for the regulation of Cargo Boats and Sampans, for the entire mass of the Chinese population of the Island, some, the beggars, whose interests are we think sufficiently cared for by the Deportation laws at present in force and by the clauses of one of the new ordinances which render the penalties to be inflicted on those who return after having once been deported very severe indeed.

After the usual preamble and explanatory clause defining the meaning of the word "Governor"—by the way, it has just struck us that, for many years to come, the Chinese if asked in old school room phrase to give an example of a "Governor" will at once name Sir Richard as the only one with whom they have had any acquaintance, ignoring his predecessors as unworthy the name. The ordinance, the draft of which is now before us, goes on to define the meaning of

the word servant. The term we observe is rightly limited to the Chinese actually in the employ of other than Chinese masters. It would be an endless task to have to register the employees of the Chinese householders themselves. They come more properly under the head of occupants or dwellers in houses and will be registered as such. The term householder is so extended as to include the immediate landlord of any house, (although not resident on the premises) in case there shall be any difficulty in fixing on the actual occupant of the whole house. Here again as is apparent from 22 Section of the Ordinance a wise discretion has been exercised and the houses occupied wholly or in part by Europeans are excluded from the operation of the law. Any difficulties that might result from this exemption are amply provided against by the regulations for the registration of servants who are the only persons in European houses on whom it is necessary to keep an eye or for whose sake it would be advisable to have all houses without exception registered. For the purposes of the Ordinance the town of Victoria is divided into nine districts corresponding very nearly with previously existing divisions. At least the nomenclature adopted is familiar to our ears. We regret however, and this is one of the few points on which we deem the Ordinance defective, that there is no provision for such places as Sowkwan, Stanley, Aberdeen, and Kowloon. Considering the character of these places and of their inhabitants they ought not to have been overlooked, especially as their omission leaves it in the power of those who object to the restraint placed on their actions by the operation of the new rules to migrate say from Wanchi, to Sowkwan and there carry on their little business without being subject to the impertinent curiosity of the new officials. Perhaps we are premature in remarking on this as his Excellency may have some special Ordinance on the anvil to supply this patent deficiency.

The city, or as the Draft Ordinance has the town. A Misnomer to which we respectfully demur, being divided into districts registrars are appointed for each, every householder (Chinese) is enjoined to record within a period of 15 days his name and trade or profession, the name of the street he lives in, the number of the house, its dimensions, the number and names of the occupants of the several portions of his house if it is sublet or rented out in any way, and lastly though not least important any further particulars the Registrar General may please to ask for, a rather disingenuous duty if the office of Registrar General should be filled by any man of active habits and of an enquiring, not to say inquisitive, turn of mind. Every householder, so registering is to receive a certificate for which he is to have the pleasure of paying a fee of \$1 and no more, but he is further under an obligation to report to the Registrar's Office, within one week any change in the *personal* of his *ménage*. Poor fellow. We pity him.

Not only does the XXth bear the proud name of MINDEN on its colours, but those of BOMONT-DE-ZEE, the *Sphinx*, with the word EGYPT, MAIDA, VIMIERA, CORUNNA, VICTORIA, PYRNEUS, ORTHES, TOULOUSE, PENINSULA, ALMA, INKERMANN, SEVASTOPOL, and LUCKNOW. Women have engaged in its ranks, as shown by the embarkation return dated 1st July 1702, on which day the Regiment embarked as part of the force which started in the expedition against Cadix. This embarkation return is preserved among the Harleian manuscripts at the British Museum, and states that one of the soldiers of Captain St. Clair's Company proved to be a female. It may not be generally known that the present 67th Regiment—a name so familiar in China—was formerly a battalion of the XXth.

While the twentieth was serving at St. Helena, Napoleon delivered "Coxe's Life of Marlborough" to the Surgeon of the Regiment, Dr. ARCHIBALD ARNOTT, with a view to the work being presented to the Officers of the Corps. Sir HUDSON LOWE, objected, to the volumes being received by the Regiment unless the imperial title was torn out. The Officers would not consent to such a mutilation, and on the books being sent to England for the opinion of His Royal Highness, the Duke of York, Commander-in-chief, they were returned in their original condition, with the remark that such a gift from Napoleon Bonaparte to a British Regiment was most gratifying to him, and that the safe detention of Napoleon Bonaparte was a sufficient testimony that the Regiment had done its duty, and the presentation of the books was a satisfactory and flattering acknowledgement that a delicate and difficult duty had been performed in a generous and gentlemanly spirit.

The provisions of the ordinance applicable to Chinese Servants of Europeans are in substance what we have so often suggested in these columns. All servants must be registered—must take out a certificate, must produce that certificate when offering himself for engagement, and cannot be hired by any master without it, the person employing him subjecting himself to a heavy fine if he takes an uncertificated servant. The foreign community has resolutely declined to trouble its head in any way about its servants or their characters. It is a matter for rejoicing that they will now be compelled to do say *bon gré mal gré*.

YESTERDAY was a red-letter day for our friends of the XXth Regiment, being the Anniversary of one of their proudest and most glorious achievements. The name of MINDEN is well known to very schoolboy in England.

"Now stood Eliza on the wood crowned height
O'er Minden's plain, spectators of the fight.
Sought with bold eye amid the bloody strife
Her dearest self—the partner of her life."

The universal *Enfield's Speaker* has made the foregoing lines familiar to us all, and it is with particular pleasure that we direct the attention of our readers to the fact that the XXth earned, on that occasion, laurels which will remain green in the memory of Englishmen so long as they possess a history or a nationality. The burden and heat of the day was borne by this Regiment; and had it not been for their firm and valorous conduct, it is generally believed that the five other Regiments engaged with them would have come to serious grief. The scene was an extensive Rose garden in the Low Countries, and such was the cool and undaunted courage of the corps that every man plucked a rose and placed it in his hat before going into action—hence the display of roses yesterday in the helmets of their gallant successors. Only six of the Regiments at present in existence were engaged at the Battle of Minden, viz: the 12th, 20th, 23rd, 25th, 37th, and 51st Foot.

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The books, with the imperial title, are, we believe, in the library at the Headquarters of the Regiment.

Some of our readers may remember

that the above particulars appeared in the *Times* of the 8th September 1853, in the form of a letter signed MINDEN, in connection with a review of the life of Sir HUDSON LOWE. It appears that Dr. ARNOTT was called in during the last illness of Napoleon, and remained in constant attendance until his death. On one occasion, it is stated, the Doctor, when urging him to take some medicine, said "You must Sir," and Napoleon immediately replied, "Ah Doctor that is the way I suppose you deal with the sick men in the hospital. You should be kind to them, for there are not better soldiers in the world than the British Infantry; and now that I am on the subject, I will make a present to your Regiment, and I don't think I can send a more acceptable one than the life of one of your greatest Generals." He then directed a servant to bring from the library the *Life of MARLBOROUGH* which had been given to him by Lord ROBERT SPENCER, and, handing it to Dr. ARNOTT, he said "he hoped the officers of the Twentieth would receive and place the books in their library as a present from him. The objection of Sir HUDSON LOWE was, indeed, frivolous, for the words which, in his opinion, were offensive consisted only of "L'Empereur Napoleon" written on the title page. Twelve grenadiers of the XXth Regiment were selected to bear his remains to the place of interment at St. Helena, and we believe that in the performance of this peaceful and melancholy duty to a fallen foe, the grenadiers only behaved as they and their comrades had done many times before, have done since, and will do in the future—as brave and good soldiers. As the representatives of a gallant corps we wish every officer and man in the Regiment health, prosperity and honour.

THE reported amalgamation of the steam Steam-boat Companies or rather the sale of the vessels owned by Messrs Russell & Co., to the Limited Company is likely to be satisfactory to everyone who wishes well to the Rival firms whose names represent the conflicting interests. During the period that the somewhat hot contention between them has lasted we have carefully refrained from taking either side of the question—at all events since those at present conducting this journal have been connected with it—and we rejoice to see the chance of an amicable agreement being come to which reflects injuriously on neither.

There is sufficient lawful traffic on this river to furnish ample employment to one line of steamers and it is to be hoped that the directors of the Company will work cordially with the executive in carrying out what everyone admits to be an absolute necessity for the well being of Hongkong, a strict supervision over the rascals who pretty often avail themselves of the facilities afforded by steam navigation to return in shoals to the scene of their former crimes. To this end an intelligent police officer should be attached to the stations at Canton and Hongkong and instructed to prevent the return of characters known to be bad. Of course many would pass whom he would not recognize but practice and a thorough understanding between himself, the company and the Central Police Station would at all events go far to weed out the worst amongst the crowd, while his action would not materially interfere with the profit of the Company. Perhaps it would be better to have an officer attached to each boat authorized to demand the registration ticket which each native will in future be supposed to possess. But whichever way the matter be arranged we expect the Company to act for the good of the Colony. The latter arrangement would not even affect the fares. On arrival at Hongkong each native would have to be passed ashore by the Inspector and such as he did not deem safe characters might be detained on suspicion.

THE British barque *Bonaventure*, which left here on the 25th instant, bound for Singapore, was towed into this harbour last evening by the P. & O. Co.'s steamer *Ganges*, having been attacked by pirates, and her Captain badly wounded. On receipt of the information, H.B.M.'s Gunboats *Osprey*, *Opposum* and *Haughty* were immediately ordered to get up steam, and left during the night in search of the pirates.

We learn that the particulars of the case are as follow:—

THE British barque *Bonaventure*, Commanded by T. COMBY, bound to Saigon in Ballast,

containing a crew of 25 men, all told, left Hongkong July 26 at 8 A.M., with a light breeze from the N. and W. When getting outside of Lyeemoon Pass, the wind hauled from the S. and E.; kept the ship on the Starboard tack. A junk was observed, leaving at the same time, which steered towards her all day.—At 7 P.M., she tacked to the Southward and Westward, distant about 50 miles S.W. from Hongkong, and after ascertaining the junk's intention, made preparations to defend themselves. At 10 they observed the junk bearing down on them. When close enough, they hailed the junk. An answer was given in very plain English that they were sailing on a wind. The crew of the *Bonaventure* observed stinkpots made fast to long bamboos, ready to be thrown on board. As she came close under the stern they fired at her with the stern gun, when all at once she returned the fire with a great number of small arms. The *Bonaventure's* crew were Malays and Chinese, who all got frightened, and ran away. The Chief Mate and Captain the only Europeans on board, discharged all the guns at them. Shortly after several stinkpots were hove on the deck, and about 30 pirates jumped on board. Every one of them was armed with sword and revolver. They immediately demanded why they had been fired at, attempting to murder the Crew, who all denied having fired, but they then said it was the Captain and Chief-mate, and were then ordered to go forward. The Captain went aloft on the main yard; the pirates fired at him several times, and he received a severe wound in the left eye, and in the left leg. The pirates then came aloft but the Captain jumped over board, swam under the junk, and stuck to its rudder for 3 hours. The pirates thought he was drowned. After they had taken all they wanted, clothes, all the nautical instruments and every thing of value, they made the crew carry the guns to the junk, and all the fire arms. At the same time they kept the ship before the wind towards the shore. They left the ship at 2 A.M. The Captain then climbed up the main Channels. The *Bonaventure* made the best of its way back to Hongkong, next day, July 27th, at noon, sighted the British steamer *Ganges* which went alongside and took them in tow and brought her into Port.

The steamer left immediately afterward to proceed on her passage to Shanghai.

Owing to a great press of other matter we have been obliged to postpone the conclusion of our remarks respecting the Customs Returns for 1865. They will therefore appear in our next week's issue.

(From the "Evening Mail.")
Ti Ping Tien Kwok; The history of the Ti Ping Revolution, including a Narrative of the Author's personal Adventure. By Lin-Le, (London, Day and Son).

Not many months ago a wretched offender, at the moment of expiating the last of a long series of crimes upon the gallows in an English town, made public a confession of his guilty career, one of the most bloodstained episodes in which was a period of service as one of the band of foreign desperadoes who were employed for a time by some of the leaders of the late organized system of brigandage, known as the Tai-ping rebellion. The confession of this guilty but repentant wretch, made on the verge of execution, though horrifying in its details of lawlessness and bloodshed, had at least one merit—it was doubtless true and sincerely meant; but we cannot attribute a like testimony to the work before us, though it is a record of adventures passed through under similar circumstances; and we notice with some regret that the publication does not take place owing to a concurrent situation, on the part of the Author, with that of the other narrators.

That the eminent chronolithographic firm of Messrs Day and Son should deem it a paying speculation to publish two handsome volumes, filled with illustrations in their vivid style of embellishment, even were the subject matter of the work a treatise on the village architecture of the moon or the state of political parties in the planet Jupiter, need surprise no one; and the fact that works bearing the imprint of this respected firm are equally considered, as regards the letter press, mere accessories to the illumination, is in some measure consolatory to the inquirers in China who will be not unlikely to ask how a tissue of obvious and unblushing fiction such as the work before us can have met with the patronage of a respectable publisher.

"Tai-ping Tien-Kwok," the work we are about to notice, published, as the author modestly asserts, "by order of the

Tai-ping Government, at once the record of its heroic adventures, brave but powerful as his name under the Chinese among the "Christian" the "Tatar" government and at the same time political stage upon British Government overtures of friendship these victories, earned reforms. The book described as a composition chausen and Colonel with extracts from the other papers, but as can either furnish for study the work (which procure for himself, load our columns with ing as many of the i are; but rather, rather certain recollections we to furnish future biographers, the first relation of the distinguished.

The Agent of the ment, then, a gentle who, having some situation as second P. and O. Steamer, pleasant sailor of Yang-Tsien-Kang, showing of that river to 1861, which ensured subjects much care treatment, during a period, on the jesty's Consul, M. nate enough, we h thus entertained with self for posted or ludicrous—what which tude felt on his be Tai-ping Government. In the intervals of acted, we have been an economic news when not employed of muskets and pe prayer meetings he Nanking and Soc-o occasions, doubts, devotion, exercise and Sin have illus before us with all their special art. 1863, however, M at Shanghai, and presented itself of tions, the outting-Cochrane and Ly of 86 tons burden which was chartered vernment for service Soo-chow was ly and the dark drive saw her Captain Mr Lindley, with ciated, seized the steamer, which was the interior, the board being surpr solely and eventa rebel chief who Firefly was dispos ders of the revel and Mr Lindley secure by a process the invention of of lead, a comfort ceeds. Despite which was issue peer the arrange sular Court at slipped through and reached En fore.

We should n length upon the e of this person, did tent to the case of religious and admission for any probable antecet tronigen in Engla seem, we know in arrival in Engla of the Tai-ping arly received by Sykes and Lord whose hobbies be come rabulum. British breaches other he drew a gelical professor these gentlemen Still it is sat the patronage to ing work, on the public men, who liab, singular

of 25 men, all told, left at 8 A.M., with a light breeze, and when getting on Pass, the wind hauled; kept the ship on a junk was observed, one time, which steered at 7 P.M., she tacked and Westward, distant from Hongkong, and the junk's intention, to defend themselves, the junk bearing down on enough, they hailed the was given in very plain were sailing on a wind. Bonaventure observed to long bamboos, ready. As she came close they fired at her with the all at once she returned at number of small arms. The crew were Malays and all got frightened, and chief Mate and Captain the men on board, discharging at them. Shortly after were hove on the deck, crates jumped on board, was armed with sword immediately demanded fired at, attempting to who all denied having said it was the Captain and were then ordered to go to the mainmast on the main deck, where a severe wound in the left leg. The crew aloft but the Captain, swam under the junk, to rudder for 3 hours, thought he was drowned. Taken all they wanted, nautical instruments and value, they made the crew of the junk, and all the time they kept the ship towards the shore. They 2 A.M. The Captain then main Channels. The Bonaventure best of its way back to day, July 27th, at noon, fish steamer Ganges which and took them in tow and to Port.

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Tai-ping Government,” professes to be at once the record of stirring and natu- rally heroic adventures on the part of the brave but prayerful author, who shrouds his name under the Chinese alias Lin Le among the “Christian” insurgents against the “Tartar” government of China, and at the same time also a vigorous political attack upon the policy of the British Government in rejecting the overtures of friendship repeatedly made by these virtuous, earnest and intelligent reformers. The book, therefore, may be described as a compound of Baron Munchausen and Colonel Sykes, flavoured with extracts from the *Friend of China*; and other papers, but as any one of our readers can either imagine for himself the nature of the production or, if very anxious to study the work (which we doubt), can procure it for himself, we shall not over- load our columns with quotations, avail- ing as many of the imaginative incidents are; but shall rather avail ourselves of certain recollections we have on the subject to furnish future biographical dictionary- makers with facts relative to the history of the distinguished author.

The “Agent of the Tai-ping Govern- ment,” then, is a gentleman named Lindley, who, having some years ago lost his situation as second engineer on board a P. and O. steamer, entered upon that pleasant career of adventure upon the Yang-Tze-Kiang, shortly after the open- ing of that river to foreign trade in 1861, which ensured to many British subjects much careful and hospitable treatment, during more or less length- ened periods, on the part of Her Ma- jesty's Consuls. Mr Lindley was fortune- nate enough, we have understood, to be thus entertained without expense to him- self for board or lodging on several occa- sions—a fact which testifies to the soli- tude felt on his behalf not only by the Tai-ping Government but also by his own. In the intervals of these relaxations, he acted, we have heard, as sub- editor of an eccentric newspaper at Shanghai, when not employed in conveying cargoes of muskets and percussion caps to the prayer-meetings he so piously describes at Nanking and Soochow. It was on these occasions, doubtless, that he joined in the devotional exercises which Messrs Day and Son have illustrated in the volumes before us with all the gorgeous tints of their especial art. In the autumn of 1863, however, Mr Lindley was again at Shanghai, and here the opportunity presented itself of emulating, with vari- ations, the cutting-out exploits of Nelson, Cochrane, and Lyons. A little steamer of 30 tons burden, called the *Firefly*, which was chartered by the Chinese Government for service in the canals around Soochow, was lying opposite Shanghai, and one dark drizzly evening in October saw her Captain conveniently ashore. Mr Lindley, with a gang of chosen asso- ciates, seized the opportunity—and the steamer, which was forthwith hurried into the interior, the five or six Europeans on board being surprised in their sleep, man- acled, and eventually handed over to a rebel chief who burnt them alive. The *Firefly* was disposed of to one of the lead- ers of the rebellion for a handsome sum, and Mr Lindley was fortunate enough to secure by a process, not unconnected with the invention of gunpowder and the use of lead, a comfortable share of the pro- ceeds. Despite a pressing invitation which was issued requesting him to in- spect the arrangements of H. M.'s Con- sular Court at Shanghai, he modestly slipped through the settlement incognito, and reached England. His book is be- fore us.

We should not have dwelt at such length upon the common place antecedents of this person, did we not wish to draw at- tention to the ease with which a modicum of religious and political cant will secure admission for any one, of no matter what probable antecedents to respectable pat- ronage in England. Incredible as it may seem, we know it to be a fact that on his arrival in England in 1864 this “agent of the Tai-ping Government” was famili- arly received by such men as Colonel Sykes and Lord Shaftesbury, to each of whose hobbies he brought a supply of well- come pabulum. To the one he recounted British breaches of neutrality; to the other he drew a glowing picture of Evan- gelical professors at Nanking. And yet these gentlemen “read the newspapers.” Still, it is satisfactory to perceive that the patronage to Mr Lindley's forthcom- ing work on the part of these respected public men, which was promised in a pub- lisher's circular issued in London upwards

of two years ago, has been withdrawn inasmuch as we find no vestige of it ap- peared to Messrs. Day and Son's literary venture. Possibly this withdrawal might be explained; but we prefer call- our readers' attention to the ingenuity of the author, who seemingly disappointed in his hopes of an imprimatur from the Saints, has, with business like acuteness turned round to attract the perhaps more paying patronage of the sinners. Still, we really don't know what Exeter Hall, in holding forth with respect to the Tai- ping prayer-meetings here recounts, will have to say about the lovely, impulsive, but naughty Miss Marie, the daughter of the Portuguese Consul and dock-proprietor at Whampoa (!), who elopes with Mr Lind- ley in the sail-room of a P. and O. steam- er (!), and lives with him afterwards in a romantic cottage near the Happy Valley in Hongkong (!!!). It is well that we know Mr Lindley to be an actual personage, and to have been in reality one of the agents of the Tai-pings in procuring arms, or yet might imagine his adventures and heroic exploits at Nanking to be equal to the creatures of imagination with the gushing Marie and his cottage in the Happy Valley. But, as we observed above, what will Exeter Hall say to Ma- rie? We would suggest to Messrs Day and Son the advisability of bringing out two editions of this work, one in russet with the prayer meeting pictures, and the other in scarlet and gold, devoted exclu- sively to Marie and the cottage. One might be called the Tai-ping edition and the other the Tai-ping Shan.

And now we must introduce our read- ers to the bonne-bouche of this literary transaction, which we have reserved by way of dessert for the conclusion of this notice. The frontispiece to Mr Lindley's book consists in a lithographed reproduc- tion of his “commission” in the armies of the rightful Emperor of China, the de- scendant of former monarchs, the Tai-ping Wang. Mr Lindley is good enough to furnish the world with a translation of this document, which possesses a high value philologically, as showing the radical re- volution in the meaning of the Chinese characters which must have formed one of the numerous reforms instituted by the Taipings. In the ordinary acceptance of the Chinese language, the “commission” reproduced by Mr Lindley could simply be translated as a passport enabling a for- eigner despatched to Ningpo or Shanghai for the purpose of laying hands upon a steamer for the rebels to traverse without hindrance the outposts of their forces; but from Mr Lindley's translation it is evident that the Chinese characters em- ployed bore quite another significance among the Taipings. As a philological curiosity, we subjoin Mr Lindley's translation and our own in parallel columns:—

MR. LINDLEY'S “COMMISSION” according to his own translation:—
The General of the Chin Ching (truly Faithful) Army, Chung Wang Le (the Faithful Prince, Lo), hereby certifies that the undermen- tioned foreign Brother Lin-le, after having traversed the country between Shanghai, Ningpo, &c., conducting and managing military affairs (or, ships of war).

He has traversed the whole country, and from time to time has been actively en- gaged, and has collected commissariat (or military) stores, neither arising pains nor valuing diffi- culties, but directly managing the affairs. After this he pro- ceeds to Kia Hing prefecture to conduct operations (with re- gard to organizing an auxiliary force, etc.) and to receive and use, from Ting Wang, certain moneys for affairs in which he succeeded (or may succeed). We therefore here- by command those in charge of the mili- tary posts on the frontier to examine this closely and to allow him to pass to and fro without let or hindrance.

This is an express Commission.

With the above translations in juxtapo- sition we may take leave of Mr Lindley; not, however, without first expressing the surprise that every one must feel on read- ing in the *Illustrated London News* of June 2nd a review of this individual's work, in which his very natural abuse of the gallant and stainless Colonel Gordon

is not only extracted but also gravely commented upon as not unworthy of credence. We believe most fully in fair and open discussion, of every question; but if the freebooting commander of the “vessels of war” (to use Mr Lindley's phraseology) which were destroyed the other day on the coast of Hainan were to publish, (with highly-tinted chromo-lithographs), his “Record of Services on the Coast of Kwang-tung,” we should scarcely con- sider it our duty to give wider circulation in our columns with seeming approval, to the views he might not unreasonably enter- tain as to the atrocious character of the commanders of Her Majesty's ships *Osprey* and *Opossum*.

HOME NEWS TELEGRAMS.

TELEGRAMS in the London Papers to the 16th, announce that the Prussians had entered Saxony and Hanover on the 15th. They entered the latter by way of Har- burg and Minden, the Hanoverian troops falling back on Göttingen. Saxony was occupied in consequence of the Govern- ment refusing to accept Prussia's propo- sals that Saxony remained neutral, restored her army to a peace footing and acted with Prussia in her scheme of evoking a Ger- man Parliament. The reasons for occupy- ing Hanover were similar.

In Saxony, Prussia occupies Lobau and Zittau and has troops concentrated at the Prussian towns of Schweidnitz and Zeitz on the Western frontier.

Prince Charles of Bavaria takes com- mand of the Federal army.

The King and Crown Prince of Hanover have joined the camp at Göttingen.

A despatch addressed by the French Emperor to M. Drouhyn de Lhuys assigns the causes of the war to three reasons.—“The badly planned geographical position of Prussia—the dissatisfaction exist- ing in Germany and the necessity of as- suring the independence of Italy. He advocates the cession of Venetia to Italy, and cites the promises of the conflicting powers that none of the questions at issue will be settled without the concurrence of France and by saying:—

“Let us maintain, then, a watchful neu- trality, and, strong in our disinterested- ness, animated by the sincere desire to see the peoples of Europe forget their quarrels and unite for the advancement of civilisa- tion, liberty and progress, let us wait, confident in our right and calm in our strength.”

The *Moniteur* repudiates any warlike interpretation of the Emperor's letter. Russia is reported to have announced that her own neutrality is simply dependent upon that of France.

MISCELLANEOUS NEWS.

H. M. Ships *Haughty* and *Osprey* returned on Saturday night without having gained intelligence of the pirate junk which attacked the *Bonaventure*. The *Osprey* was left outside to continue the look out, but little success was anticipated.

It is said that the *Osprey* was in a very leaky state when ordered out, and that her leak has since increased. The prompt action, however, of the naval authorities, although unsuccessful, is deserving of the best thanks of the community.

PIRATICAL PLACARD.

THERE was a rumor current yesterday that placards were pasted up in various parts of Victoria warning the inhabitants to beware as to how the nine pirates, now under sentence of execution, were treated; for that if they were hanged the city would surely be set on fire. It is said that several of these placards were torn down.

A MAN called *Chik tai*, long known to the police as the reputed chief of the pirate gangs, which have lately infested Hongkong has just been captured at Macao and was brought over in the steamer this morning. Having been consigned to the custody of the police it is to be hoped that they will take care to him as the interests of a formidable organization are threatened by his capture and it is likely an attempt at escape.

We learn that the capture is entirely due to the intelligent efforts of Mr Dou- glass and Inspector Daly. For obvious reasons it would be injudicious to de- tail the means employed although aware of the facts. We trust that the action taken by these officers will obtain the strongly marked approval of the author- ities.

It was rumoured that the nine pirates, sentenced to death at the Supreme Court, on Friday last, would be executed the day after tomorrow, the 3rd inst. We now learn that no day has as yet been fixed, but it is presumed that the executions will take place either on Monday or Tuesday next week.

The threatening placards alluded to in our issue of last night turn out to be com- paratively harmless. They contained no threats of burning the town, but only asserted the innocence of one of the criminals, at least this is all the police have been able to find out, but it is possible that some document they did not see contained the threat in question.

The nine pirates condemned to death at the Supreme Court yesterday, were all heathens until this morning. They were then questioned as to their wishes with regard to spiritual consolation. Strange to say, three of them have expressed a

desire to be visited by a Minister of the Church of England, the next three would like to see Dr Legge, and the remaining three confessed to a wish for having a Roman Catholic Priest. We are neither cynics nor sceptics—but we, nevertheless, think there is much room for legitimate doubt, as to whether sufficient time will be afforded these criminals to derive such instruction as may benefit their souls greatly, previous to their final exit.

We regret greatly to learn that West and Maclean, the two Englishmen concerned in the robbery from Messrs Waller & Co.'s silk boat, and who, it will be remembered, had been sentenced to five years penal ser- vitude, escaped during the night of the 23rd instant from H. M. consular goal. It remains to be seen whether they can con- tribute to effect their escape from Shanghai; if they remain here only a few days, we have full confidence that the police will contrive to detect and re-arrest them.—*N. C. Daily News*.

The price obtained for the steamer *Granada* was, we learn, \$110,000. She changed her flag on the 17th instant.—*Ibid.*

SEVERAL complaints have reached us with respect to a somewhat arbitrary line of action, recently adopted by the Customs House, of assuming the right to open barrels of manufactured goods, for the purpose of measuring the exact length of the pieces. The invoice from home ought, we imagine, to be taken as sufficient proof under ordi- nary circumstances, as it must surely be known to the Customs that opening a barrel of Manchester goods entails loss upon the importer when he desires to sell.—*Shanghai Recorder*.

NOTES ON JAPAN.

VII.

(Continued.)

YOKOHAMA.—The next port of which we shall treat will be that of Yokohama, which both from its position near the chief city of the Tycoon's or temporal government, and from it being the residence of the minis- ters is politically speaking the most impor- tant of the treaty ports yet open to foreign trade. Except in this respect, and in the beauty and interest of the neighbourhood, it cannot be said to possess many attractions, for being, as it is, a town or rather village erected, since the opening of the treaty ports round the houses of the Europeans who first settled there, it has not antiquity to render it noticeable nor is it a good specimen of a true Japanese town. It was originally in- tended by Sir Rutherford Alcock, that the port to be opened on the bay of Yeddo should be situated at Kanagawa, a little village on the shore of the same bay, and which Yokohama also stands, not only be- cause the former place was situated on the “Tocaido” or great high road which runs through the whole empire but also because the new settlement might not be put in such a position as to be virtually separated from the main arteries of traffic and too far distant from the capital. Many things however prevented the carrying out of the late minister's design, and probably the chief one was that the site he chose for the European town was so hemmed in by shoals and sand banks that the vessels coming to trade would have had to lie a long distance out, and at any time but the highest tides would have been unable to discharge their cargoes except in very small boats. Indeed at low tide, opposite the village, the villagers may be seen wading out to their boats many hundred yards from the beach, and would be impossible to communicate with the shore from the ships with facility or convenience.

The Japanese themselves too, at least those who had the management of the affairs, evidently had a very great objec- tion to the foreigners settling so near the great highway, and by tacit or open opposi- tion and by delays, that were doubtless necessary, continued putting off the day of opening the port until the plain at Yoko- hama, which they were most desirous of recommending was occupied by the build- ings of the earlier settlers on ground which they had already prepared and endeavoured to force on the English minister. So that the town of Yokohama, became the chief seat of European intercourse in the East of Nippon, but even now all the con- sular and official documents are dated from the town of Kanagawa, and Yokohama is only referred to as the port of the former place. That in a political point of view this site is not so good as the one first fixed on is undoubted, for it is somewhat distant from any great towns or villages and does not lie much in the way of intercourse with the natives, but on the other hand it is far more convenient for trading purposes, being out of the track of the Daimios and Yatomis, who may be travelling through the realm, there is less danger of those frightful tragedies which have from time to time occurred near the “Tocaido.” Enough for us that it is there now, and though 8 years ago the valley of Yokohama was but a flat well cultivated plain, border- ed by a sea side by a marshy track of ground and watered by numerous tidal creeks; in the present day a large and pop- ulous town exists on the same ground, risen by European energy and supported by European trade—a true city of the swamp.

It is the great centre of foreign traffic in the country and is chiefly so from the facility of communication from abroad and from its position on the sea, board of the central portion of the empire. It is reached from Shanghai by the steamers of the Peninsular and Oriental Company's service, who convey the mail at the proper seasons to and from the settlement, and hence there are always two going and two returning each month, the fare is about \$100 dollars and the steamers on the line are the same class, as a rule as those on the China Coast. Steamers and sailing vessels of course arrive at inter- vals from all parts, direct from England or from Hongkong and Shanghai, but the only regular communication is by the P. & O. vessels.

The settlement itself is situated on the bay of Yokohama, a small bay on the Western side of the large gulf of Yeddo and bounded by the two small capes of Treaty Point and Kawasaki. The latter bay forms a deep inlet, 28 miles in length by 20 wide in the South Eastern portion of the island of Nippon and has good anchorage in the series of small inlets formed by the many indentations on its Western side; entering it from the open sea we find, about 40 miles from the commencement of the bay, the little volcanic island of “O-O-sima” commonly called “Vries” island after the Dutch Navigator of that name, and which is noted as being still an active volcano.

The crews of these vessels enabled the officer of the watch to crack on and take advan- tage of the wind, well knowing that he had only to give the command to see the ship under storm sails in a quarter of an hour. Your modern ship manned by cheap foreigners, who if they do not rise on and murder their sleeping officers, skulk below when bad weather shows itself, and who have driven our good seamen into foreign employ, besides extinguishing the former adventurous poetry of a sailor's life, take two hours to do the same work which the crews of fine entrances to the modern clipper- built ships has been carried too far, none but steam ships of great power can use them with safety; and even with them the rota- tion surface above the waterline should rapidly expand, so that when a vessel plunges into a head sea she may have abundant buoyant surface to keep her from going, weevil-like, under water altogether. If any landsman imagines I am writing without facts and cause to support what I have penned, I can in a few words show him, experienced though he be in matters marine, facts which he cannot ignore, and which must convince any reasoning being. Thus, whilst in the three ships named in this letter 687 lives have been sacrificed; the Messrs Green's ships, which are all what are called frigate-built, are all manned by officers trained in their service, from the apprentice and midshipman up to the captain, and although these have formed a distinguished class of passenger ships for the past twenty years, yet as far as my memory serves me they have never lost a ship or the life of a passenger. But the Peninsular and Oriental Company has pursued a more marked career, considering that their vessels have navigated coast lines not yet thoroughly known, whereas Green's, the former have conveyed probably not less than a million of passengers during their existence of thirty- three years, yet it was only until fifteen months ago that two passengers were lost in the “Corea” during the terrible typhoon off the coast of China. They have lost ships from the aberration of compasses, but the admirably disciplined officers, backed up by the “well-paid” and “well-fed” British seamen who man them, have always saved the passengers. Their ships are so strongly built, and so well found, that although ex- posed to some of the most furious typhoons ever known, yet not one of them has been what may be called in danger. Two years ago, when the Peninsular and Oriental Company's ship “Candia” was on passage from Aden to Bombay, she was caught in one of the terrific cyclones which sometimes visit the Indian Ocean, and which give scarce any timely warning of approach; one of these struck the ship like a blow from an iceberg—all her boats were blown away owing to the massive iron davits being twisted and wrenched asunder! Three or four seas were tumbling in confused masses on her decks—her engine fires drowned out—everyone who could stand at the pumps did so—one of the officers broke his leg in securing the hatches, and many received in- juries. Her captain did not stand with his “arms folded in a noble fearlessness of death,” no, he saved his ship like a good seaman, under menacing difficulties, to which those of the “London” were com- paratively trifling, and within human power of abatement, except at the last moment when the ship had been run to death, and was then in her last throes of foundering dissolution.

with hot springs and a smoke crested top, and also as being the reputed place of confinement and banishment of those Daimios who became rebels to the gov- ernment and are not powerful enough to resist its attacks. The whole of the Western side of the bay as soon as we pass Cape Sagami, which lies on the North- ern side of the narrow entrance, presents a series of low hills richly wooded and deep- ly indented by valleys, until passing “Mis- sissippi” bay, we round the bluffs of “Treaty Point” and find ourselves in that of Yokohama. Right before us, bordering the sea, lies the town with its little bund and landing places at the French and En- glish concessions, and on the right can be seen the village of Kanagawa protected by a powerful battery. Behind all lie the hills, and if the day be clear, the snow-capped summit of Fusi-yama, the sacred mountain of Japan, will be clearly visible among the fleecy clouds on the horizon seventy miles away. This huge volcanic hill, which forms a prominent object in all Japanese pictures and designs, rises in the midst of a large plain, more than 60 miles from the settle- ment and is in shape a truncated cone, the top of which is, except in the month of August, continually crested with snow. Its height is 14000 feet and it is a favorite place of Pilgrimage in Japan; numbers from all parts of the empire yearly making their pious visits to the “Matchless Hill.” It has ceased to be active for many years now, according to the native account the moun- tain appeared from the level plain on a single night. The town of Yokohama, the meaning of which is “cross shore,” is sur- rounded by a small canal which gives it a length of about a mile, a breadth of about a mile, and a circumference of about 3 miles. Its area is hence about 340 acres, and its shape is a long rect angle, but the whole of this is not occupied by buildings a consid- erable portion on the land side being still swamp.

It has a sea frontage of about a mile but only a portion of this is occupied by a regu- lar bund, the latter extending simply in front of the European portion of the set- tlement, which is provided with two well- built landing places called “Hataba,” the southern one of which is called the French landing and the northern the English hataba. Its latitude is 35° 28' 11" N. and its longitude 139° 39' 29" E. and its general direction is from North West to South East. Its geol- ogy is much the same as at Nagasaki rich alluvial plains with a soil containing a large quantity of decaying vegetable matter, bounded by hills often of sandstone and with recent clay near the surface. Mr Fortune gives the following description of the Yokohama drift which seems applicable to most of the hills in the neighbourhood.

1st layer, Black peaty looking soil evi- dently containing much vegetable matter.

2d layer, Red earth much mixed with gravel.

3d layer, gravel.

4th layer, Hard clay. This is intersected here and there with layers of shells prin- cipally oyster. The shells are seen stick- ing on the surface of this layer in all di- rections. Charred wood and pumice-stone are also met with in this layer.

All the shells however appear to be of modern type and the strata described above are evidently very recent and probably raised to their present height by the violent volcanic action which has at times dis- turbed the whole surface of the country. The valley of Yokohama winds, as we have before said, for some miles back from the shore and communicates on the right with the larger Kanagawa valley, through which the “Tocaido” winds, and on the left with those of “Mississippi” and Kanagawa bays. All these are bounded by ranges of low undulating hills wooded on all sides except the places cleared for cultivation, and having an elevation of only a few hundred feet. The writers mentioned in our pre- vious article on Nagasaki give the best and indeed the only books of reference on Japan, but all their descriptions of Yokohama are necessarily more confined to the beauties of the neighbourhood than to the actual state of the city from a mere hand- let gives the following description of it:—

“When the American squadron first visited Yokohama in 1854 it was but a small fishing village containing probably not more than 1000 inhabitants. Now the population amounts to 13,000 or 20,000, and a large town covers a space which was formerly occupied by rice fields and vege- table gardens. The town is built on the flat land which extends along the shores of the bay and is backed by a kind of semi- circle of low richly wooded hills. It is in- creasing rapidly every day, and no doubt the whole of the swamp which lies between it and the hills will soon be covered with buildings.”

This last sentence is already being ful- filled inasmuch as the houses are extending farther back every year and as the trade increases and the restrictions are removed the day will doubtless soon come when Yokohama will be a place of some impor- tance in the Eastern world.

(To be continued.)

“TOM CRINGLE” ON THE LOSS OF THE STEAMER “LONDON.”

(From the *Colombo Observer*.)

We have seen a letter on the loss of the “London” in which Mr Walker, speaking as an old and experienced sailor, severely condemns the conduct of the late Captain Martin. The ship was overloaded, espe- cially with coals; but bad as matters were, “Tom Cringle” is of opinion that batten- ing down the hatches and “laying to” in the storm might have saved the ship. Building ships clipper fashion and the ambition of gaining a name for quick voyages, are denounced. We quote a characteristic extract, in which but justice is done to the great English Steam Company, which has only to charge a little lower fare and keep a little better speed to hold its own against all comers.

“It is a fact that, notwithstanding the vast supposed improvement in the sailing qual- ities of modern built ships, the old ‘East India Company’s’ half-yearly merchant fleets made better average passages to India forty years ago than the average present modern built ships. This was effected by having well trained educated gentlemen to command them, with a full and highly ef- ficient crew of British seamen to man them;

COOKERY.

(From the *Hankow Times*.)

Probably one of the last things we should have thought of seeing was Mrs. Glasse in a Chinese guise, and here we have pre- sented to the public something very nearly approaching such an apparition in the shape of a cookery book just published, the work we believe of the wife of an Ameri- can missionary. Although an unlearned little volume, it contains no less than 271 recipes for all the most useful and sim- ple dishes suited to foreign tastes, and it will no doubt prove of service not only to the foreign house-wife in China, who is brave enough to undertake the charge of her husband's menage, but to the bachelor who may take a fancy to treat himself to any particular dish for the nonce. Some of its standard rules for the management of the kitchen strike at the management of the wretched habits and weaknesses of its “wouldn't wonderfully to increase the satisfaction with which they might eat the meals they prepare, if they would adopt such useful hints as the following: “keep your kitchen in order”; “be punctual as to your hours”; “keep your pots and pans sweet, dry, and clean”; “be careful to use separate cloths for cleaning the person, wash- ing the plates, and dusting the things”; “collect all refuse and remove it daily”; &c., &c. Oh! what advice! and we only know it, might we all be saved, if our Chinese artists would all adhere to some of these practical and necessary rules for the con- duct of their kitchens.

The little work, suffice it to say, is a step in the right direction, and we heartily con- gratulate the adventurous authoress on the success of this first step in the right di- rection. We only hope it may lead to other kind, more extended efforts towards the amelioration of our domestic arrangements in this country. There is vast room for improvement in every thing connected with our daily life. In the conduct of our establishments, the style of our cookery, the selection of articles of food and drink, in our monthly expenditure for wages and house keeping, and in various other suc- cessful matters on which our mental as well as corporal health and comfort materially depend, we fall far short of what we might attain to, if we did but make the effort. We observe an interesting leader on one branch of this subject in a late number of one of our Shanghai contemporaries, the *North China Herald*, and we trust that the discussion thus provoked may not be al- lowed to die away until it has been attended with the beneficial results which we look upon as so desirable.

The “Foreign cookery in Chinese” we are told to be purchased at Messrs. Mac- gregor's store at the modest outlay of \$1 each copy.

RAILWAYS IN CHINA.

(From the *Shanghai Recorder*, July 21.)

The *Economist* contains an admirable re- view of the Railway system prevalent in England as compared with that upon the continent in which there are some features that are so important to bear in mind as “respecting any future railway enterprises in China that we think we cannot do better than point them out in the hope that they

may be useful in giving our home readers an idea of the great difference which exists in regard to all such matters in China, as compared with Europe. The point to which we think it desirable to call attention is that which refers to the advisability of railways being made like other roads, the subject of support by local taxation on account of the almost proved impossibility of making them pay by traffic and of the great advantage which they are to the property through which they pass. This principle has been carried out with much advantage in both France and Switzerland and the writer of the article to which we have alluded strongly recommends its application to railway enterprises in England as the only means of preventing their becoming the unfortunate losing concerns which they have hitherto in the majority of instances proved to be the shareholders. Should the principle thus clearly laid down in the *Economist* gain any currency at home, it may very likely be thought that unless some such system be applied to Railway enterprises in China, it will in all probability be useless to embark in it. To a certain extent such an idea would be correct; but at the same time the effects of competition will necessarily be so much less here than at home, that it may at least be a long time before the amount of traffic on a line in a good district would be so low as not to prove remunerative. The first difficulty with the Chinese will not be that they will see in railways a clear means of benefiting landed property, that the owners of estates in different directions will be anxious to obtain a branch line through their lands, but on the contrary, that they will have to contend against at least for a long time, will be a prejudice in the opposite direction. They will look upon them as our grandfathers did, as likely to do the utmost possible damage to their interests; and will in all likelihood be desirous to oppose them in every possible way. Still if by any means railway enterprises become practised, there cannot be a doubt that they will be a source of the means of producing large profits. We cannot however, overlook the enormous difficulties which stand in the way and the almost hopelessness of ever being able to induce the Chinese to give their assent to the introduction of the iron road. Events of very recent occurrence point most decidedly to the existence of a very different spirit on the part of the Chinese to any desire to further the introduction of European improvements. The people who opposed small steamers can scarcely be expected to tolerate railways. A small steamer may possibly be stopped and squeezed at a barrier; but we hardly think that the most ingenious mandarin could succeed in saying the march of a good train. With the introduction of railways the whole system of barrier taxation, existing in China, through which the revenue has to dribble like treacle through a sieve, must fall to the ground. It is therefore not to be wondered at if the local officials do all in their power to prevent such enterprises being carried out; and indeed our own convictions with respect to the difficulties that such schemes must encounter in this country are so strong that we are inclined to give little credence to the statement that a railway is ere long actually to be commenced in China. We have not only a great deal of natural prejudice on the part of the people to overcome; but we shall always have to encounter the most violent opposition from the native officials. The idea of introducing railways into China is no doubt a great one; but we fear it will have for a long time to remain but an idea, and can at present be regarded only as a brilliant dream of the future.

FROM THE "HONGKONG GOVERNMENT GAZETTE."

(Saturday, July 28.)

An Ordinance enacted by the Governor of Hongkong, with the Advice of the Legislative Council thereof, dividing the City of Victoria into Districts and for the better Regulation of Houses and Servants in the Colony of Hongkong.

Whereas it is expedient to make Provision for the Regulation of Houses in Victoria and also of Chinese Servants in the regular employ of persons other than Chinese residing therein: Be it enacted by the Governor of Hongkong, with the Advice of the Legislative Council thereof, as follows:—

I. This Ordinance may be cited as "The Victoria Registration Ordinance 1866." II. In the construction of this Ordinance the term "The Governor" shall mean His Excellency the Governor of the Colony of Hongkong or the Officer for the time being administering the Government of the said Colony.

The term "Householder" shall mean any Person actually occupying the whole of any building or tenement in a District of Victoria or in any other place where there shall be no such Person then the immediate landlord of the whole of such building or tenement.

The term "Servant" shall mean every Chinese regularly employed in or about the Dwelling House, Office, Shop or other Establishment of any Person not being a Chinese, within a District of Victoria.

III. The Town of Victoria shall for the Purpose of Registration under this Ordinance be divided into the following Districts that is to say (1) Shek-tung-sui (2) Sai Ying Poon (3) Tai-ping-shan (4) Sheong-wan (5) Cheong-wan North and South (6) Ho-wan (7) Wan-chai (8) Bowrington (9) So-kan Poo and the boundaries of the said Districts shall be those specified in the Map regulating and defining the boundaries of the said Districts and the said Map shall be kept in the Office of the Registrar General and a duplicate of the same in the Office of the Surveyor General.

IV. It shall be lawful for the Governor in Council from time to time to alter all or any of the said Districts or their boundaries.

V. A separate Register Book in respect of each of the said Districts shall be kept in the Registrar General's Office.

VI. Every Person being a Householder at the commencement of this Ordinance shall within thirty days next thereafter furnish to the Registrar General the following particulars to be kept in the Register of such Districts:—

1st. The name of the Street in which his house is situated and the street number thereof.

2d. His name and address and Profession or Trade.

3d. The name condition or occupation of any person renting any portion of the said House from such Householder.

and such other Particulars as may from time to time be required of him by the Registrar General, who when necessary shall supply blank forms for such purposes.

VII. Every Householder shall within One Week report to the Registrar General any change in tenancy of any portion of his House and furnish the Registrar General with all particulars which may be required of him as to the name, condition, business or occupation of every new tenant of any portion of such House.

VIII. Every Person who shall become a Householder after the commencement of this Ordinance shall within Fifteen Days thereafter report the same to the Registrar General.

IX. Every Registered Householder shall receive a Certificate of Registration in English and Chinese, signed by the Registrar General, containing such particulars as the Registrar General shall deem expedient, which said Certificate shall be produced by him when required so to do by the Registrar General or any Justice of the Peace or any Officer of Police.

X. Every Householder who shall not have his permanent place of residence in the Colony, shall enter into a Bond with two Sureties to be approved of by the Registrar General conditioned in the Sum of Five hundred Dollars for the observance of the Provisions of this Ordinance, and shall appoint an Agent in the Colony whose name and address he shall furnish to the Registrar General, and until he shall comply with the Provisions of this Section the Rents and Profits of his House shall be seized in the manner provided by Section XIX and forfeited to the Crown.

XI. It shall be lawful for the Registrar General to summon in writing before him any Householder or any tenant of a portion thereof and such Householder or tenant shall appear before the Registrar General at the time and place specified in such summons and furnish all particulars respecting himself which are required by this Ordinance to be recorded by the Registrar General.

XII. It shall be lawful for the Governor to appoint any fit Person who shall be recommended by the Inhabitants of any District to the Office of Chief Watchman of such District, and such Chief Watchman shall be immediately subordinate to the Registrar General and have all the Powers and Authorities of a Constable.

XIII. It shall be lawful for the Governor to appoint for each District any number of Persons who shall be recommended to him by the Inhabitants of such District to fill the Office of Watchmen in such District, and every such Watchman shall be under the control of the Registrar General and immediately subordinate to the Chief Watchman, and shall have all the Powers and Authorities of a Constable.

XIV. The Registrar General, with approval of the Governor in Council, shall make Rules and Regulations to be observed by the said Watchmen.

XV. It shall be lawful for the Registrar General summarily to dismiss any such Chief or other Watchman to be appointed as aforesaid, and also to inflict upon him any Fine not exceeding Ten Dollars for misconduct; and every Fine so inflicted may be levied or recovered before a Magistrate of Police upon the application of the Registrar General in the manner provided for the recovery of Fines by Ordinance No. 10 of 1844.

XVI. It shall be lawful for the Governor in Council from time to time to direct that any District or Street in Victoria or any part thereof be enclosed by means of Gates or otherwise and that all ingress or egress in or out of the same shall be prohibited at such times and for such period and in such manner as to the said Governor and Council shall seem fit.

XVII. Whenever a Fine shall be imposed upon any person residing in any house and not being the Householder within the meaning of this Ordinance, for any violation of the Provisions of the following Ordinances that is to say.

No. 14 of 1844.

No. 12 of 1857.

every such fine or any part thereof in case the same shall not have been recovered from the actual Offender may be recovered from the Householder by action at law or by summary proceeding in distress; and out of the Court by which such fine shall have been imposed and to be executed against the goods and chattels of the Householder without prejudice to the further power given by Section XIX for the recovery of such Fine: Provided always that the amount of every such Fine however recovered from every such Householder or voluntarily paid by him may be recovered by such Householder from the actual Offender in an action for money had and received.

XVIII. Whenever any offence against any of the Provisions of the Ordinances specified in the last Section shall have been proved to have been committed by any person resident in but not being the Householder within a District of Victoria and the actual Offender cannot be found or brought to trial the Householder shall be liable to a fine which might have been imposed upon him in case he had been the actual Offender. Provided always that the amount of every such Fine however recovered from such Householder or voluntarily paid by him may be recovered back by such Householder from the actual Offender in an action for money had and received.

XIX. In the event of any Householder failing to pay any fine imposed upon or made recoverable from him under this Ordinance within Ten Days from the date of Judgment, it shall be lawful for the Court imposing the fine by Warrant to direct and authorize a proper Officer to take and receive the rent or rents payable to such Householder or any Mortgagee in possession in respect of any portions of such House until such Fine and the expenses of recovering the same shall have been satisfied and the receipt of such Officer for any such rent or rents shall be a good discharge to the person paying the same as against such Householder and all other Persons whomsoever and any balance remaining of any such rent or rents after satisfying the said Fine and the expenses of recovering the same shall be returned to such Householder or Mortgagee in possession as the case may be.

XX. In every case where personal Service of a Magistrate's Summons against any Householder for any offence under this Ordinance cannot be effected, it shall be sufficient service to affix one copy thereof outside the House in respect of which such offence shall be charged and to leave another Copy thereof at the Registered address of such Householder and in case such Householder shall not appear according to the summons so affixed, it shall be lawful for the Magistrate to investigate the charge against such Householder in his absence and to deal with the same in every respect as if such Householder were present.

XXI. Whenever there shall be several Persons "Householders" within the mean-

ing of this Ordinance in respect of the same Building or Tenement by reason of being Tenants in common or joint Tenants or copartners they shall each be equally liable to the Provisions of this Ordinance as if they held it severally.

XXII. Nothing herein contained shall apply to any Householder not being a Chinese unless a portion of his House be rented by any Chinese.

XXIII. A Register of Servants shall be kept at the Registrar General's Office, and every Person who shall at the commencement of this Ordinance, be employed as a Servant shall within Thirty Days next hereafter appear personally at the Registrar General's Office and furnish the following particulars to be entered in such Book:—

1st. Name.

2nd. Age.

3rd. Particular capacity in which employed.

4th. Name and address of Employer.

5th. Place of Native Domicile and such other particulars as may from time to time be required of him.

XXIV. Every Person who shall hereafter desire to engage himself as a Servant shall previously appear personally at the Registrar General's Office and furnish the particulars mentioned or referred to in the Section XXIII.

XXV. Every Servant employed at the commencement of this Ordinance shall upon complying with the Provisions of Section XXIV and every Person desiring thereafter to be employed as a Servant shall upon complying with the Provisions of the last Section be entitled to receive from the Registrar General a numbered Certificate of Registration in the form given in the First Schedule hereto and there shall be first endorsed from time to time upon such Certificate the names of all Persons by whom the holder thereof shall be employed as a Servant.

XXVI. Every Servant shall deliver his Certificate of Registration to his Master or Employer, and the said Certificate shall be returned to him duly endorsed by such Master or Employer, whenever the term of service shall expire; Provided always, that if such Servant shall leave his Master or Employer without Permission, or shall so misconduct himself as to be dismissed, then the said Master or Employer shall deliver the Servant's Certificate of Registration to the Registrar General, stating the cause of such Servant leaving his employment.

XXVII. It shall not be lawful for any Person other than a Chinese to engage and employ any Servant who shall not be provided with a Certificate of Registration.

XXVIII. It shall not be lawful for any Person to engage himself as a Servant without being provided with a Certificate of Registration.

XXIX. Every Person who shall engage himself after the commencement of this Ordinance, as a Servant, shall within Seven Days thereafter report the same at the Registrar General's Office and produce his Certificate of Registration for the purpose of having the Name of his Employer endorsed thereon and recorded in the said Office.

XXX. Every Person who shall knowingly furnish untrue Particulars to the Registrar General concerning any matter required to be recorded by him under this Ordinance shall be liable to Imprisonment with or without Hard Labor for not less than One and not more than Six Calendar Months, and to a fine either in addition to or in substitution of such Imprisonment of not less than Five Dollars and not more than One hundred Dollars.

XXXI. Every Person who shall use or attempt to use any Certificate of Registration which shall not have been duly obtained by him at the Registrar General's Office shall be liable to Imprisonment with or without Hard Labor for not less than One and not more than Six Calendar Months and to a fine either in addition to or in substitution of such Imprisonment of not less than Five Dollars and not more than One hundred Dollars.

XXXII. Every Person violating any of the Provisions of this Ordinance shall be guilty of a Misdemeanor and in all cases not otherwise provided for shall be liable to be fined on Summary Conviction before a Magistrate of Police not more than Thirty Dollars nor less than Five Dollars for each offence, or in default of payment of such fine or fines to be imprisoned with or without Hard Labor for a period not exceeding One Month nor less than Seven Days.

XXXIII. All Copies or Extracts of or from any Register or Public Record kept in the Registrar General's Office for the purpose of this Ordinance and purporting to be sealed with the seal of the said Office and to be certified as true Copies or Extracts by the Registrar General shall be received in Evidence in all Courts in the Colony in lieu of the originals.

XXXIV. The Fees specified in the Second Schedule hereto shall be charged in respect of Registration under this Ordinance.

XXXV. The Governor in Council may from time to time alter the scale of Fees payable under this Ordinance.

XXXVI. The Governor in Council is hereby empowered from time to time to make such Regulations and Bye-laws as may be deemed necessary for carrying into effect the Provisions of this Ordinance.

First Schedule.

CERTIFICATE OF REGISTRATION.

[No.]

This is to certify that []

has been duly registered as a Servant under the Provisions of the Victoria Registration Ordinance 1866.

Special Capacity:

List of the Employers at the Back.

Second Schedule.

Registration Fee of Owner of a House, \$1.00

Bond by non-resident Owner of a House, 5.00

Registration Fee of a Servant, 0.25

Certified Copies or Extracts from Registrar General's Office 25 cents and for every folio above the first 10 cents.

FROM THE "HONGKONG GOVERNMENT GAZETTE."

July 28th, 1866.

An Ordinance enacted by the Governor of Hongkong, with the Advice of the Legislative Council thereof, to make further provision for the maintenance of Order and Cleanliness within the Colony of Hongkong.

Whereas it is expedient to amend the Laws relating to the Police Force in the Colony of Hongkong, and whereas, in con-

sequence of its proximity to the Empire of China, the Colony of Hongkong is infested with a number of Thieves and Dangerous Characters from the adjoining Mainland it is expedient to put a stop to the same; Be it enacted by His Excellency the Governor of Hongkong, with the Advice of the Legislative Council thereof, as follows:—

I. It shall be lawful for His Excellency the Governor to appropriate a certain proportion not exceeding three-fourths, of all Fines and Penalties recovered in any of the Courts of the Colony in payment of such rewards, bounties and gratuities as he may from time to time award to any Member of the Police Force or to any Constable, for meritorious conduct, zeal displayed, or injury sustained in the execution of his duty, or to such private persons or informers, as the Governor may deem deserving of being rewarded for assisting in the detection of crime, or the apprehension of offenders.

II. It shall be lawful for His Excellency the Governor in Council, from time to time, to frame such Bye-laws to be enforced by such Fines and Penalties as to him shall seem fit, and for the more effectual carrying out of this and other Ordinances relating to the maintenance of Good-Order in the Colony, and its better Regulation. Such Bye-laws to be duly published in the *Hongkong Gazette*, and from and after such publication to have the same force and effect as if the same had been enacted by an Ordinance duly passed to that effect.

III. Section Twelfth of Ordinance No. 6 of 1862 is hereby amended by the addition of the words "with or without Hard Labor" immediately after the words "Three Calendar Months" in the fourth line of the said Section.

IV. Section Twenty-first of Ordinance No. 9 of 1862 is hereby amended by the addition of the words "with or without Hard Labor" at the conclusion of the said Section.

V. Any Person who, subsequently to the passing of this Ordinance, shall be charged with having committed, or having attempted to commit, or with having been an aider, abettor, counsellor, or procurer, in the commission of any offence which now is or hereafter may be by law deemed or declared to be simple larceny, or punishable as simple larceny, and whose age at the period of the commission or attempted commission of such offence, shall not, in the opinion of the Justice of the Peace before whom he or she shall be brought or appear, exceed the age of Sixteen Years, shall on conviction thereof, be liable to be imprisoned with or without Hard Labor, for any Term not exceeding Three Months, or in the discretion of such Justice, shall forfeit and pay such Sum, not exceeding Twenty Dollars, as the said Justice shall adjudge, and if a male, shall be once or twice privately whipped, either instead of, or in addition to, such Imprisonment or Fine, provided that the number of strokes inflicted shall not exceed Twenty and the instrument used shall be a Rattan.

VI. From and after the day of it shall not be lawful for any Chinese to act as a Money-Changer in the Colony of Hongkong, unless he has previously obtained a License to do so from the Registrar General, which License shall remain in force for One Year, and for which the Sum of Ten Dollars shall be annually paid to the Registrar General, who shall account therefor to the Colonial Treasurer.

VII. Any Chinese who shall carry on the business of or act as a Money-Changer in the Colony of Hongkong without having obtained such a License, or after the expiration of the same, or who shall violate any of the conditions contained in the said License, shall on conviction thereof before a Justice of the Peace, be liable to a Fine not exceeding Twenty-five Dollars and not less than Ten Dollars, and in default of payment to be imprisoned, with or without Hard Labor for any term not exceeding Three Months.

VIII. From and after the passing of this Ordinance the keeping of Pigs or of other animals likely to be injurious to the public health, within the City of Victoria is strictly prohibited, and any person who shall be convicted before a Justice of the Peace of keeping a Pig or other such animal in the said City of Victoria, shall be liable to a Fine not exceeding Five Dollars, and in default of payment shall be imprisoned for any term not exceeding Fourteen Days, and the said Pig or other animal shall also be forfeited.

IX. Any person who shall expose or proffer for sale in any house or shop in the Colony, or in any public place, any provisions, condiments, or other article of food in any tainted, noxious, adulterated, or unwholesome state, shall on conviction thereof before a Justice of the Peace, be liable to a Fine not exceeding One hundred Dollars, and in default of payment to be imprisoned with or without Hard Labor, for any Term not exceeding Six Months; and in case the Person convicted shall be a foreign Spirit Dealer, or a boarding house keeper, he shall in addition forfeit his license.

X. On information duly made before any Justice of the Peace by any Constable or credible person that there is good reason to believe that any such tainted, noxious, adulterated or unwholesome food, is exposed, or for sale, in any house or shop in the said Colony, it shall be lawful for such Justice in his discretion, to grant a Warrant to any Constable to enter and search any such house or shop by day, and such Constable may, if necessary, break open the doors of such house or shop, and seize such liquor or provisions as aforesaid, and detain the same until the Owner thereof shall appear before any Justice, and if it shall appear to the said Justice that the said liquor or provisions are tainted, noxious, adulterated or unwholesome, he shall adjudge the same to be condemned and destroyed, but if otherwise they shall forthwith be restored to the proper Owner.

And in case of a conviction, the said Justice shall have power to order the offender to pay in addition to any Fine that may be imposed, the costs which have been incurred in the execution of the said Warrant.

XI. It shall be lawful for His Excellency the Governor to appoint a duly qualified Medical Practitioner to be the Medical Inspector of the Colony, who shall perform such duties connected with the sanitary state of the Colony as the Governor shall direct and who shall receive such annual Salary as may be voted.

XII. Whenever the Colonial Surgeon, the Medical Inspector, or any two resident Medical Practitioners, shall certify to any Justice of the Peace that any house, occupied by more than one family, is so overcrowded, or is in such a filthy and unwholesome state as to be dangerous or prejudicial to the health of the inhabitants of the neighborhood, it shall be lawful for the said

Justice and he is hereby required, to issue a Summons against the Householder, within the meaning of the Registration Ordinance of 1866, of such House, or if such Householder shall be absent from the Colony, against his accredited Agent, if any, by Notice affixed to the House, to appear before the said Justice who shall thereupon make such order as he may think fit; and in case any order made shall not be complied with by the said Householder, or his accredited Agent as aforesaid, within Seven Days from the making thereof, the said Justice may thereupon impose on the person so refusing or neglecting to obey the said Order, a Fine not exceeding Fifty Dollars and not less than Ten Dollars, and in default of payment the person so refusing or neglecting to obey the said Order may be imprisoned for any term not exceeding Three Months.

XIII. The said Medical Inspector shall have power at any reasonable time to enter any house in the Colony and to inspect the condition of the same; any person refusing to permit the said Medical Inspector to enter and examine any such House shall on conviction thereof before a Justice of the Peace be liable to a Fine not exceeding Ten Dollars and not less than Five Dollars, or in default of payment to be imprisoned for any term not exceeding Fourteen Days.

XIV. Whenever the holder of any License for the sale of Spirituous Liquors shall permit any instalment of his License Fee to be in arrears and unpaid, he shall, on conviction thereof before a Justice of the Peace, be liable to a Fine not exceeding Twenty-five Dollars and not less than Ten Dollars, and in default of payment, may be imprisoned for any term not exceeding One Month.

XV. Whenever any Person who has been deported under the provisions of any Ordinance, shall return to the Colony of Hongkong before the expiration of his sentence, without permission from His Excellency the Governor, it shall be lawful for the Governor in Council to order him to be again deported for any period to be then fixed, and in addition to be previously imprisoned for One Month, with Hard Labor and to be branded and to be once or twice publicly or privately flogged, but in no case shall the number of strokes inflicted at one time exceed Thirty-six.

XVI. Any person who shall knowingly harbor or conceal, in the Colony of Hongkong, any such Chinese under sentence of Deportation, shall on conviction thereof before a Justice of the Peace be liable to a Fine not exceeding Fifty Dollars and not less than Ten Dollars or in default of payment, to be imprisoned, with or without Hard Labor for any term not exceeding Six Months.

XVII. And whereas the Evils of Gambling in the Colony are found to be on the increase notwithstanding the application of the Penal Laws in force for their Prevention, and it is expedient to devise and adopt further measures for the gradual control and ultimate Suppression thereof; Be it therefore enacted that it shall be lawful for the Governor in Council from time to time to frame and pass such Rules, Regulations and Conditions as may be deemed expedient for the total Suppression or in the mean while for the better limitation and control of Gambling in this Colony, with Power from time to time to alter and amend such Rules and Regulations or repeal the same or any part thereof.

XVIII. Any Person violating any of the Rules, Regulations or Conditions to be from time to time framed and passed by the Governor in Council in pursuance of this Ordinance, or any of the Conditions imposed thereunder for the better limitation and control of Gambling, shall be liable upon summary conviction before a Magistrate of Police to a Penalty not exceeding Two hundred Dollars and not less than Twenty Dollars, and to Imprisonment with or without Hard Labor for any period not exceeding Six Calendar Months and not less than One Calendar Month.

XIX. It shall be lawful for any Justice of the Peace or Constable, and also for any Person authorized thereto by the Governor to enter any House, Room, Vessel, Boat and Place, either on Land or Water within the limits of this Colony, and to arrest therein any Person violating or suspected of having within Twenty-four Hours previous to such arrest violated any such Rules, Regulations or Conditions aforesaid, and to seize all Instruments of Gaming, Tables, Dice and other Implements used in Gambling, and also all Monies and Securities for Money found on such Persons or in such House, Room, Boat, Vessel and Place aforesaid, and all such Implements of Gambling, Monies and Securities for Money if proved to the satisfaction of a Magistrate of Police to have been used or kept for purposes of Gambling shall be forfeited to the Crown; and all Persons convicted of violating the Rules, Regulations and Conditions aforesaid shall in addition to the forfeitures specified in this Section be liable to be fined in any Sum or Imprisoned for any period named in the Rules to be framed by the Governor in Council under Section XVII.

XX. All Ordinances or portions of Ordinances inconsistent with the Provisions of this Ordinance are hereby repealed.

XXI. All Penalties imposed under this Ordinance shall be recovered and may be distributed in the manner provided by Ordinance No. 10 of 1844.

FROM THE "HONGKONG GOVERNMENT GAZETTE."

(Saturday, July 28.)

An Ordinance enacted by the Governor of Hongkong, with the Advice of the Legislative Council thereof, for the better Regulation and Control of certain Vessels frequenting the Waters of Hongkong.

Whereas it is expedient to make further Provision for the Regulation and Control of Junks within the Waters of the Colony of Hongkong: Be it enacted by His Excellency the Governor of Hongkong, with the Advice of the Legislative Council thereof, as follows:—

I. This Ordinance may be cited for all purposes as "The Harbor and Coasts Ordinance 1866."

II. In the construction of this Ordinance the term "Junk" shall mean every sea-going Chinese or other Vessel not coming within the Provisions of Section 4 of Ordinance No. 1 of 1862, and not being a Fishing Boat or Vessel licensed under Section XIX of this Ordinance or a Boat or Vessel licensed by the Registrar General to ply within the Waters of the Colony under Section 16 of Ordinance No. 8 of 1855.

The term "Licensed Junk" shall mean a Junk now licensed under Section 16 of Ordinance No. 8 of 1855 to carry Passengers, between the Colony and the Ports on the Chinese Main, or hereafter to be licensed

under Section XXVI of this Ordinance to ply, between the Colony and the Ports in the Empire of China.

The term "Master" of a Junk shall include any Person for time being in command or charge of the same.

The term "The Harbor" shall mean the Harbor of Victoria.

The term "The Colony" shall mean the Colony of Hongkong and its Dependencies.

The term "The Governor" shall mean His Excellency the Governor of Hongkong and the Officer for the time being administering the Government of the Colony of Hongkong.

The term "Harbor Master" shall mean the Officer for the time being conducting the Marine Department of this Colony, and any Person appointed by the Governor to act as Deputy or Assistant Harbor Master.

III. So much of Section 16 of Ordinance No. 8 of 1855 as empowers the Registrar General to grant Certificates of License of Boats or Vessels carrying Passengers between this Colony and the Chinese Main is hereby repealed.

IV. Branch Stations of the Harbor Master's Office shall be established at such places in the Colony as the Governor may from time to time determine, which shall be under the Superintendence and Control of the Harbor Master and shall be called "Harbor Master's Stations."

V. The Harbor Master shall with the approval of the Governor appoint a suitable Anchorage for Junks in the Harbor and at the "Harbor Master's Station," to be called "Anchorage for Junks."

VI. The Anchorage for Junks to be appointed as aforesaid shall be notified by advertisement in the *Government Gazette* and by Printed Notices in the English and Chinese languages to be affixed and exhibited in the Harbor Master's Office and Stations respectively, and in such other convenient and conspicuous places as the Harbor Master may from time to time appoint.

VII. The Harbor Master may from time to time with the approval of the Governor change any Anchorage for Junks.

VIII. No Junk shall (except from stress of weather) anchor at any place within the Waters of the Colony other than the Anchorage for Junks appointed for the Harbor or for any Harbor Master's Station.

IX. Every Junk entering the Harbor shall immediately proceed to and take up its Berth within the limits of the Anchorage for Junks appointed for the Harbor.

X. Every Junk entering the Waters of the Colony (for any purpose other than that of taking shelter from stress of weather) shall in case the Master shall not desire to enter the Harbor, proceed to One of the Harbor Master's Stations and take up its Berth within the limits of the Anchorage for Junks appointed for such Station.

XI. The Master of every Junk shall within 18 hours after Arrival within the Harbor or at a Harbor Master's Station report such Arrival at the Harbor Master's Office or at such Harbor Master's Station as the case may be, and shall if a Licensed Junk deposit the License thereof, and if not a Licensed Junk, furnish the particulars hereinafter mentioned which shall be entered in a Register kept for the purpose, that is to say:—

1. Name and Capacity of Junk (in English and Chinese).

2. The name, address and description of the Owner or Owners of such Junk and of the Master.

3. The name, address and description of the Consignee or Agent, if any, of the Junk and Cargo in the Colony.

4. The description of the Cargo on board and number of the Crew.

5. The place from which the Junk sailed on her voyage to the Colony, and the date of her departure from such place, and of her arrival in the Colony.

6. Whether carrying any and what Guns and Ammunition.

XII. Upon compliance with the Provisions of the last Section, the Master of every Junk shall receive a Permit to be called an "Anchorage Pass," and shall forthwith pay such Fee for the same as is hereinafter mentioned, and in default thereof shall be liable to a Fine not exceeding Ten Dollars and not less than Two Dollars.

XIII. No Junk shall leave any Anchorage for Junks without a Clearance or a Special Permit unless the safety of the Vessel (through stress of weather) shall render it necessary and in such case she shall return to the same Anchorage when such necessity for leaving it shall be ceased.

XIV. No Junk shall leave any Anchorage for Junks between the hours of 6 p.m. and 6 a.m. from October to March inclusive, nor between the hours of 7 p.m. and 5 a.m. from April to September inclusive, without a Special Permit or a Special Clearance to be called a "Night Clearance."

XV. The Master of every Junk about to leave any Anchorage for Junks shall, 18 hours before the time of the intended departure of such Junk, hoist at the highest Mast-head such Flag or Signal as shall be provided by Section VI in respect of the Harbor Master, and notified in the manner prescribed by Section VI in respect to the Anchorage for Junks, and also shall give notice of such intended Departure and nature of the proposed Voyage at the Harbor Master's Office or Station, as the case

any Junk whereof the Master has refused or failed to comply with the Provisions of this Ordinance and whether such Master shall have been brought to trial and punished or not, shall quit the Waters of this Colony within 15 hours from the service of such order on board of such Junk under Penalty of Forfeiture of such Junk to the Crown.

XIX. Every Master of a Junk violating the Provisions of Sections XIII and XIV shall be imprisoned with Hard Labor for any period not exceeding Twelve and not less than Three Calendar Months, and such Junk and her Cargo shall be forfeited to the Crown.

XX. No License, Anchorage Pass, Clearance or Special Permit shall be used in respect of any Junk other than the Junk therein specified or for any Purpose other than the one therein mentioned, and every Master of a Junk who shall knowingly use or attempt to use the same in violation of this Section, or who shall knowingly use or attempt to use any License, Anchorage Pass, Clearance or Special Permit which shall not have been lawfully obtained, shall be imprisoned with Hard Labor for any term not exceeding Twelve and not less than Three Calendar Months, and every Junk in respect of which a License, Anchorage Pass, Clearance or Special Permit shall have been used or attempted to be used in violation of this Section shall be together with the Cargo thereof and whether the Master shall have been brought to trial or not be forfeited to the Crown.

XXI. Every Master of a Junk bringing into the Colony any person who shall in the opinion of any Police Officer or Constable of the Colony be a person suffering from any contagious disease, shall be liable to pay a Fine not exceeding Ten Dollars and not less than One Dollar for every such Person so brought by him as aforesaid.

XXII. It shall be lawful for any Person deputed therefor by the Governor or by the Council under any of Her Majesty's Ships or Vessels for any Office or Constable of the Police Force, at any time to board any Junk within the Waters of the Colony and demand the production of either an Anchorage Pass, Clearance, Special Permit, or License, and in case by reason of the non-production of any one of such Documents or for any other reason, there shall be ground to believe that any person is suffering from any contagious disease, the Master of such Junk, or in case the Document produced shall appear from the date thereof or from any other cause to have been unlawfully obtained or to be unlawfully used, to arrest such Junk and her Cargo and the Master of such Junk, and deliver them into the Custody of the Superintendent of Police.

XXIII. Every Offence against the Provisions of this Ordinance shall be a Misdemeanor and may be tried by a summary way, either by the Marine Magistrate or by the two Police Magistrates or either of them. Provided always that the trial of every Offense, the commission of which may render any Junk or Cargo liable to Forfeiture under the Provisions of this Ordinance, shall be tried at the Harbor Master's Office or at such other place as the Governor may direct by the Marine Magistrate and a Police Magistrate sitting together, who shall have power in their discretion to extend the period limited for an appeal from their Decision to the Supreme Court under Ordinance No. 4 of 1855, either before or after the expiration thereof.

XXIV. Every Junk of which the Master shall be charged with having violated the Provisions of this Ordinance shall be forthwith arrested and detained until the said Master shall either have been acquitted of the Offense charged upon him, or, if found guilty, shall have paid the Fine inflicted upon him, and in case he shall fail to pay within Ten Days any Fine which may be inflicted upon him, the sum may be recovered by the sale of such Junk and the balance if any of the net Proceeds thereof, after deducting therefrom the expenses of such sale and the amount of such Fine as aforesaid, shall be paid to the Owner or Owners of the Junk if claimed within Twelve Calendar Months from the date of sale; Provided that in case there shall be in the Colony any Consignee or Agent of such Junk registered under Section XI, no sale thereof shall be made in pursuance of this Section until Three Days previous notice thereof shall have been given in writing to such Consignee or Agent.

XXV. Every Junk forfeited or sold, under the Provisions of this Ordinance, shall be transferred to the Purchaser thereof at his expense, by a Bill of Sale from the Harbor Master, and such Bill of Sale shall confer upon such Purchaser, his Executors, Administrators and Assigns, an indefeasible title to such Junk.

XXVI. It shall be lawful for the Harbor Master, in such cases as he shall think fit, to grant to any person resident in this Colony a License for any Junk or Lorcha, authorizing the same to ply between this Colony and the Ports in the Empire of China during such period, and subject to such conditions, as the Harbor Master, with the approval of the Governor, may determine, and which conditions shall be endorsed on, or contained in, such License and such Junk or Lorcha having obtained a License, the Master thereof shall cause the Number of said License to be painted in Black Figures 20 inches (to the satisfaction of the Harbor Master) on a White Ground on each bow. Provided that no such License shall be granted unless the intended Licensee shall enter into a Bond together with one or more Sureties resident in the Colony, and to be approved of by the Harbor Master, conditioned in any Sum not exceeding \$1,500, for the observance of the conditions of such License.

XXVII. Every Master or other Person in charge of any Junk, Vessel or Boat, whether licensed or not, shall obey any orders which the Harbor Master or his Deputy may see fit to give, under a penalty not exceeding One hundred Dollars and not less than Ten Dollars.

XXVIII. The Governor and Executive Council are hereby empowered to make such Rules and Regulations, as to them shall seem fit, for the proper carrying out of the Provisions of this Ordinance, and also to vary from time to time the fees chargeable to each Junk under this Ordinance, and to prescribe from time to time the form of all Licenses and Clearances under this Ordinance, and to provide adequate means for preventing by force, when necessary, any Junk from leaving the Harbor of Hong Kong, or other Station, in violation of any provision of this Ordinance.

XXIX. It shall be lawful for the Harbor Master, in such cases as he shall think fit, to grant to any person resident in the Colony a License for any Boat or Vessel to be used solely as a Fishing Boat or Vessel for such period, and subject to such conditions, as the Governor may see fit to order that

any Junk whereof the Master has refused or failed to comply with the Provisions of this Ordinance and whether such Master shall have been brought to trial and punished or not, shall quit the Waters of this Colony within 15 hours from the service of such order on board of such Junk under Penalty of Forfeiture of such Junk to the Crown.

XIX. Every Master of a Junk violating the Provisions of Sections XIII and XIV shall be imprisoned with Hard Labor for any period not exceeding Twelve and not less than Three Calendar Months, and such Junk and her Cargo shall be forfeited to the Crown.

XX. No License, Anchorage Pass, Clearance or Special Permit shall be used in respect of any Junk other than the Junk therein specified or for any Purpose other than the one therein mentioned, and every Master of a Junk who shall knowingly use or attempt to use the same in violation of this Section, or who shall knowingly use or attempt to use any License, Anchorage Pass, Clearance or Special Permit which shall not have been lawfully obtained, shall be imprisoned with Hard Labor for any term not exceeding Twelve and not less than Three Calendar Months, and every Junk in respect of which a License, Anchorage Pass, Clearance or Special Permit shall have been used or attempted to be used in violation of this Section shall be together with the Cargo thereof and whether the Master shall have been brought to trial or not be forfeited to the Crown.

XXI. Every Master of a Junk bringing into the Colony any person who shall in the opinion of any Police Officer or Constable of the Colony be a person suffering from any contagious disease, shall be liable to pay a Fine not exceeding Ten Dollars and not less than One Dollar for every such Person so brought by him as aforesaid.

XXII. It shall be lawful for any Person deputed therefor by the Governor or by the Council under any of Her Majesty's Ships or Vessels for any Office or Constable of the Police Force, at any time to board any Junk within the Waters of the Colony and demand the production of either an Anchorage Pass, Clearance, Special Permit, or License, and in case by reason of the non-production of any one of such Documents or for any other reason, there shall be ground to believe that any person is suffering from any contagious disease, the Master of such Junk, or in case the Document produced shall appear from the date thereof or from any other cause to have been unlawfully obtained or to be unlawfully used, to arrest such Junk and her Cargo and the Master of such Junk, and deliver them into the Custody of the Superintendent of Police.

XXIII. Every Offence against the Provisions of this Ordinance shall be a Misdemeanor and may be tried by a summary way, either by the Marine Magistrate or by the two Police Magistrates or either of them. Provided always that the trial of every Offense, the commission of which may render any Junk or Cargo liable to Forfeiture under the Provisions of this Ordinance, shall be tried at the Harbor Master's Office or at such other place as the Governor may direct by the Marine Magistrate and a Police Magistrate sitting together, who shall have power in their discretion to extend the period limited for an appeal from their Decision to the Supreme Court under Ordinance No. 4 of 1855, either before or after the expiration thereof.

XXIV. Every Junk of which the Master shall be charged with having violated the Provisions of this Ordinance shall be forthwith arrested and detained until the said Master shall either have been acquitted of the Offense charged upon him, or, if found guilty, shall have paid the Fine inflicted upon him, and in case he shall fail to pay within Ten Days any Fine which may be inflicted upon him, the sum may be recovered by the sale of such Junk and the balance if any of the net Proceeds thereof, after deducting therefrom the expenses of such sale and the amount of such Fine as aforesaid, shall be paid to the Owner or Owners of the Junk if claimed within Twelve Calendar Months from the date of sale; Provided that in case there shall be in the Colony any Consignee or Agent of such Junk registered under Section XI, no sale thereof shall be made in pursuance of this Section until Three Days previous notice thereof shall have been given in writing to such Consignee or Agent.

XXV. Every Junk forfeited or sold, under the Provisions of this Ordinance, shall be transferred to the Purchaser thereof at his expense, by a Bill of Sale from the Harbor Master, and such Bill of Sale shall confer upon such Purchaser, his Executors, Administrators and Assigns, an indefeasible title to such Junk.

XXVI. It shall be lawful for the Harbor Master, in such cases as he shall think fit, to grant to any person resident in this Colony a License for any Junk or Lorcha, authorizing the same to ply between this Colony and the Ports in the Empire of China during such period, and subject to such conditions, as the Harbor Master, with the approval of the Governor, may determine, and which conditions shall be endorsed on, or contained in, such License and such Junk or Lorcha having obtained a License, the Master thereof shall cause the Number of said License to be painted in Black Figures 20 inches (to the satisfaction of the Harbor Master) on a White Ground on each bow. Provided that no such License shall be granted unless the intended Licensee shall enter into a Bond together with one or more Sureties resident in the Colony, and to be approved of by the Harbor Master, conditioned in any Sum not exceeding \$1,500, for the observance of the conditions of such License.

XXVII. Every Master or other Person in charge of any Junk, Vessel or Boat, whether licensed or not, shall obey any orders which the Harbor Master or his Deputy may see fit to give, under a penalty not exceeding One hundred Dollars and not less than Ten Dollars.

XXVIII. The Governor and Executive Council are hereby empowered to make such Rules and Regulations, as to them shall seem fit, for the proper carrying out of the Provisions of this Ordinance, and also to vary from time to time the fees chargeable to each Junk under this Ordinance, and to prescribe from time to time the form of all Licenses and Clearances under this Ordinance, and to provide adequate means for preventing by force, when necessary, any Junk from leaving the Harbor of Hong Kong, or other Station, in violation of any provision of this Ordinance.

XXIX. It shall be lawful for the Harbor Master, in such cases as he shall think fit, to grant to any person resident in the Colony a License for any Boat or Vessel to be used solely as a Fishing Boat or Vessel for such period, and subject to such conditions, as the Governor may see fit to order that

Harbor Master, with the approval of the Governor, may determine and which conditions shall be endorsed upon or contained in such License. And such Boat or Vessel having obtained a License the Master thereof shall cause the Number of said License to be painted in White Figures, (to the satisfaction of the Harbor Master), 20 inches in length on a Black Ground on each bow.

XXX. The several Fees hereinafter specified shall be payable under this Ordinance until altered by the Governor and Executive Council:-

Seagoing License, a year,	\$20.00
Do., a month and fraction	2.00
Fishing License, a year,	10.00
Do., a month and fraction	1.00
For an Anchorage Pass,	\$0.50
Special Permit,	00.25
Day Clearance,	00.20
Night do.,	1.05

An Ordinance enacted by the Governor of Hong Kong, with the Advice of the Legislative Council thereof, for the better Regulation of the Trade and Commerce of the Colony.

Be it enacted and ordained by the Governor of Hong Kong, with the Advice of the Legislative Council thereof, as follows:-

I. Section II of Ordinance No. 3 of 1859 is hereby repealed.

II. Except for the Purpose of issuing Writs, receiving Petitions or completing any Sessions, Hearing, Inquiry or Trial actually commenced on or before the Day next hereinafter mentioned, the Business of the Supreme Court, and the Business of the Offices connected therewith, from the Evening of the Twentieth Day of August in each Year until the Morning of the Twelfth Day of October next following: Provided nevertheless, that it shall be lawful for the Governor at any time to direct the business of the Supreme Court to be resumed during the period above named, and to take any other order in the Premises which to the said Governor may seem expedient and necessary for the Public interests and convenience.

THE DUTIES OF AN A. D. C.

(From the Bombay Gazette.)

What are the duties of an A. D. C.? The pleasantest possible, we have heard many people say. He must dance and ride well, he must be a perfect lady's man, his small talk must be inexhaustible, his patience endless, his temper angelic. His tact must be immense; he must be able to make himself agreeable not only to the young and beautiful, but also to the ancient and ugly. He must know exactly where and how to speak, and where to look knowing and saying nothing. He must be a good accountant, and an excellent manager. He must be a complete gentleman, in short, he must be a complete genius. His ambition must be boundless, but no mental office should be beneath his notice. Whether the jars of preserves in the godown have to be counted, or a full-dress tunic to be attended, whether a wet nurse is required, or a new pair of horses for his master's carriage; an A. D. C. must be perfectly an *all-rounder*, in one and all. Chief butler, head groom, footman, and valet, must all come within the sphere of his duties, he is the head of each separate department. The question is, whether it is fair to expect officers to do this kind of work; also, what penalty failure entails?

We are with the opinion lately expressed by the *Pioneer*, that incapacity to perform any of the above menial offices cannot fairly be considered as a breach of military discipline. But then, our contemporary seems to forget that should any pecuniary difficulties arise, the matter assumes quite a different aspect. Regarding the case of Captain Jarvis we know nothing beyond what has appeared before the public, but the simple fact of there being "a row in the house" cannot astonish any one who has been for any length of time in the same station with His Excellency. We prefer, however, to abstain from commenting on the scandal until the Court Martial, ordered to assemble, shall have closed its proceedings. We purpose, at present, to offer a few remarks on the singular position which, thanks to the old tyrant custom A. D. C.'s generally occupy in the households to which they are appointed.

An *Aide-de-Camp* was, undoubtedly, originally intended as an assistant to General officers merely in their military capacity. Generally, however, their duties increase, and good humour, possibly fear of consequences, introduced the increase of duties as the custom which, once fairly allowed and started, quickly became rigid, proper, and fully understood. The public entertainment, which Generals of Division, and Commanders-in-Chief are expected, we might, with perfect truth say, obliged, to give, is, very reasonably, be superintended by an *Aide-de-Camp*. The ruling power could not be expected to find time to attend to such things; but then, this is not all; the transition from supervisor to later, was easy, in many cases not objectionable. All the rest followed as a matter of course. Lieutenant A. can see after this and that, and eventually the said Lieutenant A. becomes a Jack of all trades. If all our Commanders-in-Chief are otherwise, acquiring *Aides-de-Camp* were bound to live a life of social blessedness, we doubt if the House Staff would have much to complain of. It would be absurd to expect His Excellency to fight his butler over that wretched six paces for ghee, or those seven seers of milk; he simply would have no time to attend to it. The matter, however, is quite different when there is a law in the case. Few ladies will deny that they rule the house; it is essentially their business, and their business alone, to make all household arrangements, and yet how few who have young A. D. C.'s at their disposal, do so. Not only the catering but all the wants of the nursery are frequently supplied and looked after by those indefatigable young men in gold lace and cocked hats. Arrived in India, our grand dames seem to think they have nothing to do but receive visitors and, occasionally, return calls. The A. D. C.'s do all the rest, they are paid for it; what's the use of them if they don't, and so on, are the reasons given every day for this state of things.

It is not too much to say that the use or rather abuse, of *Aides-de-Camp* and other military assistants is only truly known at head-quarters. It is some years ago that a very strict order was issued in Poona regarding the practice of sending mounted orderlies on duty, other than military. The following day the Commander-in-Chief's mounted orderly was seen by the writer

carrying the following load: On his holster instead of a cloak a large leg of mutton; on one side of his horse hung suspended by the legs half a dozen fowls, and to balance the stock of poultry, two enormous cabbages dangled on the reverse saddle-flap, the right hand supported a large bouquet, in the middle here and there the man's sword, pouch, etc., straggled for bare existence. It was with the *sauvar* then so it seems to be now-a-days with the *Aide-de-Camp*. It is not long since there was a fine *expose* in Bengal, which our readers may possibly remember, and now we are promised another from the same Presidency. It is time that these scandals ceased. The duties of an A. D. C. should be clearly defined, and all parties concerned should be careful to keep to them. The principle involved is more important than may, at first sight, be apparent. Employed in keeping household accounts, in managing the establishment generally, these officers must, to a certain extent, become acquainted with the private affairs of those they serve. Many foibles, freaks, and eccentricities come to light which must tend more or less, to lessen that respect which every soldier ought to feel for his superiors. A slight hasty word will often betray a secret, which, if caught did his or her own legitimate work, would have remained hid from all. Living in the same house, with an intimate knowledge of the doings of every one in it, the keeper of all accounts, the *Aide-de-Camp* must eventually acquire great power. To their honour be it said, that few, we might almost say none, have up to the present, abused this Still, do not consider the position a fair and we trust soon to see some alteration in the rules which handed down by tradition, have now become almost universal. The duties of the personal Staff of our rulers may be, undoubtedly are, many and varied, but it certainly never was intended that they should range over such a wide field as they at present do. A man cannot do everything well, why then should he be called upon to attempt it?

TEA.

(From the Englishman.)

There is always a tendency to overdo that which, in any instance, proved a profitable and good thing, and though this is not always unattended with advantage to the general public, it invariably leads to disappointment to many. So long as an undertaking is legitimately pursued, it can seldom fail to benefit the promoters, but, so soon as it begins to wear a speculative character, it is doomed to suffer sooner or later. The cultivation of tea, is a perfect lady's man, his small talk must be inexhaustible, his patience endless, his temper angelic. His tact must be immense; he must be able to make himself agreeable not only to the young and beautiful, but also to the ancient and ugly. He must know exactly where and how to speak, and where to look knowing and saying nothing. He must be a good accountant, and an excellent manager. He must be a complete gentleman, in short, he must be a complete genius. His ambition must be boundless, but no mental office should be beneath his notice. Whether the jars of preserves in the godown have to be counted, or a full-dress tunic to be attended, whether a wet nurse is required, or a new pair of horses for his master's carriage; an A. D. C. must be perfectly an *all-rounder*, in one and all. Chief butler, head groom, footman, and valet, must all come within the sphere of his duties, he is the head of each separate department. The question is, whether it is fair to expect officers to do this kind of work; also, what penalty failure entails?

That the cultivation of Tea is highly remunerative if economically carried out, and too much has not been paid for the garden in the first instance, no one will deny, and some exceptional cases must, therefore, be considered as a branch of military discipline. But then, our contemporary seems to forget that should any pecuniary difficulties arise, the matter assumes quite a different aspect. Regarding the case of Captain Jarvis we know nothing beyond what has appeared before the public, but the simple fact of there being "a row in the house" cannot astonish any one who has been for any length of time in the same station with His Excellency. We prefer, however, to abstain from commenting on the scandal until the Court Martial, ordered to assemble, shall have closed its proceedings. We purpose, at present, to offer a few remarks on the singular position which, thanks to the old tyrant custom A. D. C.'s generally occupy in the households to which they are appointed.

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high impossible. The second cause of the dislike felt to "touch Tea" at home, arises from the number of gardens now offering for sale. Most of these are of large area as estates, though of small area as Tea-plantations, and in this a great mistake has been made, more especially as it is next to impossible at the present moment to "get up" a Company. Existing Companies are willing enough to purchase land, which is adjacent to their own plantations, and in plant, but they do not care to be encumbered with a large area of forest or waste land which, if not held in fee-simple, will sooner or later prove an expensive burthen, and they are very far from being disposed to pay for it. Under these circumstances, it is quite possible that many of those who have acquired land, and formed gardens on speculation, will find it a losing one, or if not actually that, still very far from the remunerative undertaking they flattered themselves it would prove. Of late, too, the Banks have learned to look shy on these undertakings, and two, which are intimately connected with India, have decided on making no more advances on the security of Tea property. This determination has resulted from the reports of Commissioners sent into the Tea-producing districts, and who have made themselves acquainted with the condition of every plantation in Assam, Sylhet, and Cachar, if not, also, of those in the Himalayan range.

A SKETCH OF TENNYSON AND HIS HOME.

An American gentleman, Mr. Harry Harwood Leach, has supplied the *New York Home Journal* with the following account of a visit he recently made to Tennyson:- "Mr. Tennyson's residence at Farringford House, on the Isle of Wight, is an exquisite, unpretending, and elegant. It has a wide front, all clustered over with the trailing ivy-leaves; to the right of which runs a picturesque porch, completely festooned with woodbine, and at the left side appears a pleasant conservatory filled with choice plants. I was charmed with the broad paths, as I approached the house, which were sheltered irregularly, on each side, by ancient oaks, which threw their spreading branches completely over them. Then the wide level lawns extended on each side to shaded *allées*, in which I loved to think the poet wandered, weaving the sweet fancies that should charm the world. "A butler, in plain clothes, ushered me into a cabinet where he could inform me of my arrival. Perhaps no better illustration of the poet's domestic life could be found than this collection (gathered mostly by himself) of minerals and fossils, crustaceans, shells and crystals, all labelled and arranged carefully. In a few moments I was shown into the drawing-room, where I saw Mrs. Tennyson and the poet's maiden sister. "The ladies entertained me by showing me some exquisite photographic albums, and a packet of photographs of Mr. Carlyle, which were most interesting. "As I was examining them Mr. Tennyson came in from his study. How can I describe him to you? "He is, perhaps, five feet nine inches in height, but he stoops much as he walks, and thus looks shorter. He does not seem to be above fifty years of age, yet his hair is feeble, and the wearing of glasses adds to the impression of his being older. His dress is extremely old-fashioned, indeed, he looked more like an old picture stepping out of a frame than a gentleman of the nineteenth century. His coat, short in the waist, was of a sort of lincey woolen material, of a grey mixed colour, and fitted him very tight; vest and trousers of the same material. Around his ample short-collared black cravat he wore a white necktie, which detracted from the power of his massive forehead, high and broad, and nothing could be more picturesque than the long black hair, fine as silk (but plentifully mixed with grey), which fell over his fine head, down even to his shoulders. His eyes are dark-grey, I think, and have the peculiar appearance about the lids common to all students, and specially noted readers, which is very clearly perceived as defined in photographs of the poet. His mouth is constantly smiling, but his eyes seem to be absent while he is speaking, searching everywhere for something that is not present—that strange, speculative look that is not easy to convey by description, and must be comprehended rather than clearly defined. His voice is rich and sonorous, but he chooses his words slowly, and I should think by this betrays that, in his composition, he is equally careful and slow. A sort of dreamy, ruminating voice, that has spoken, yet far beyond the voice in thought. In speaking of Carlyle, the poet, on looking upon the picture of the author of "Sartor Resartus," he said:- "He has a sad face. Do you not think so?" "Yes," I replied, "but I can conceive that he has many of the same qualities he loved in Frederick the Great. A month is passed under the care of Mr. J. Templeton Kirkwood, of the Euston-road, surgeon to the Great Northern and Midland Companies. Lacey, although suffering from a severe scalp wound and other head injuries, it is hoped, may recover. Information of the occurrence was at once telegraphed to Mr. Seymour Clarke, the general manager of the line, who resides at Hatfield, and also to Mr. Lacey, who is on the northern side; and Knabworth large bodies of men were employed to get out what waggons they could, but the suffocating character of the smoke and the heat of the fire from the ignited ruins of the carriages and merchandise prevented their efforts being very effective, with the exception of the Scotch train. Further telegrams having been forwarded to London, the Great Northern and Midland Companies, on the morning of the 2nd inst., Mr. Superintendent Williams, with a gang of some 200 men, reached the scene of the disaster. By this time, however, it was known that there were 36 carriages or trucks, 13 of which belonged to the down Midland, all in a blaze. The repeated explosions rendered any attempt, even if the heat and smoke had not prevented it, to enter the tunnel abortive. From the air shaft smoke and at intervals flame, although some 60 or 80 feet in height from the roadway to the summit of the shaft, together with sounds resembling the roaring of a mighty cataract or river, indicated the character of the conflagration that was raging underneath. The authorities having taken counsel, in the absence of water and inability to approach the seat of conflagration, it was deemed advisable to let it expend itself, and be prepared with aid to enter the tunnel and clear the line of the ruins so soon as it should have done so. The fire continued to rage throughout the whole of the day, and it was not until 6 p.m. that it had become sufficiently reduced to enable any one to enter the tunnel. At this time a body of men arrived, under command of Mr. Superintendent Williams, with the Hatfield engine, to go to the company by the Midland Railway, and a supply of water having been obtained the engine was set to work, but the ruins were still burning. Hundreds of navvies have arrived, and it is hoped during the night to get the line clear. In the meantime the whole of the traffic has been carried on along the Hertford branch, and Royston and Hitchin, and the Cambridge branch of the Great Eastern Railway, but a fortunate circumstance that the Great Northern Railway traffic on Sundays is trivial as compared with that on week days, otherwise it is doubtful if the Great Eastern could have taken it as well as the Midland, which is also stopped.

EXTRAORDINARY ACCIDENT

ON THE

"GREAT NORTHERN RAILWAY."

(From the London Evening Mail, June 10.)

The Great Northern has hitherto been regarded as one of the best-managed railway systems in the kingdom, but at the present moment that system is almost entirely blocked by a disaster the magnitude as well as the character of which is entirely without precedent in the history of railway accidents in this country, and can only find its parallel in calamities, which may sometimes have been heard of on the other side of the Atlantic.

Three heavily laden trains of merchandise should dash into each other in the middle of a tunnel almost simultaneously little more than 20 miles from London; that such trains should have become ignited by the fire from the furnaces of their overthrown and shattered engines, and that the tunnel, which is more than half a mile in length, should be converted into one huge furnace and its shafts into a species of burning crater is a calamity no astounding as to be almost incredible were it not that it is undeniably true.

The scene of this extraordinary occurrence is the Welwyn Tunnel, about five miles beyond Hatfield, and between the Welwyn Junction and Stevenage, and the narrative of the circumstances collected on the spot is this:- Shortly before 11 o'clock a train of goods "empties" started on Saturday night from the King's-cross goods station for Hitchin. On reaching the centre of the Welwyn Tunnel, either from the bursting of a tube, or some other cause, the engine broke down, and the train was brought to a stand. In this emergency it would have been the duty of Ray, the guard, who was in the back of the train, to have given the stop signal. This precaution, from a cause not explained, as Ray with his companion, was subsequently found in the break van dead, it is quite clear they did not take. This occurred about 12.30 a.m. on this (Sunday) morning, and had scarcely taken place when the down Midland goods train, the driver of the engine of which had received no signal, dangled on the London side, ran into the tunnel and dashed into the rear of the already broken down train of empties. The violence of the shock was such as to throw the Midland engine and the heavy train of goods which it was drawing, and which, among other merchandise, was known to contain several waggons laden with casks of oil and other materials of a combustible character, over on to the up line, piling them one upon the other in heaps reaching to the crown of the arch, and completely blocking the tunnel. Whether from consternation or from neglect, no signal of the mishap was given to the signalman at the northern end towards Stevenage, and in an incredibly short space of time the Scotch mail train came up, bringing up the dead end of the line from the north for the supply of the Monday's Newcastle-market, with other goods. This was a Great Northern train, entered the tunnel, and dashed into the ruins of the already capsize Midland goods. In a few moments it was discovered that the engine of the Great Northern train had turned over, and that the goods and waggons of the Midland train had become ignited from the burning coal and cinders of the engine, and the disaster was complete. Singularly related, both drivers and firemen of all the engines had escaped either unhurt or with but slight injuries, and having signalled to the nearest stations, both up and down, what had happened, the first step taken was to look after the guard of the Northern train of empties, Ray, who was found in the midst of the ruins of his break freightfully crushed and apparently dead. The Scotch mail, a fireman in the employ of the Metropolitan Railway, whom it appears he was conveying surreptitiously down the line to his home, who, although not quite dead, was in a dying condition and was not expected to survive many hours. The guard of the Northern up-train, Lacey, was also found lying on the line near his break, most severely injured about the head. He was in the first instance removed to Welwyn, and afterwards to the Hatfield Station, where he was placed under the care of Mr. J. Templeton Kirkwood, of the Euston-road, surgeon to the Great Northern and Midland Companies. Lacey, although suffering from a severe scalp wound and other head injuries, it is hoped, may recover. Information of the occurrence was at once telegraphed to Mr. Seymour Clarke, the general manager of the line, who resides at Hatfield, and also to Mr. Lacey, who is on the northern side; and Knabworth large bodies of men were employed to get out what waggons they could, but the suffocating character of the smoke and the heat of the fire from the ignited ruins of the carriages and merchandise prevented their efforts being very effective, with the exception of the Scotch train. Further telegrams having been forwarded to London, the Great Northern and Midland Companies, on the morning of the 2nd inst., Mr. Superintendent Williams, with a gang of some 200 men, reached the scene of the disaster. By this time, however, it was known that there were 36 carriages or trucks, 13 of which belonged to the down Midland, all in a blaze. The repeated explosions rendered any attempt, even if the heat and smoke had not prevented it, to enter the tunnel abortive. From the air shaft smoke and at intervals flame, although some 60 or 80 feet in height from the roadway to the summit of the shaft, together with sounds resembling the roaring of a mighty cataract or river, indicated the character of the conflagration that was raging underneath. The authorities having taken counsel, in the absence of water and inability to approach the seat of conflagration, it was deemed advisable to let it expend itself, and be prepared with aid to enter the tunnel and clear the line of the ruins so soon as it should have done so. The fire continued to rage throughout the whole of the day, and it was not until 6 p.m. that it had become sufficiently reduced to enable any one to enter the tunnel. 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MISCELLANEOUS

TEETH WITHOUT PAIN.

OSTEO IDON.

PATENT, 1ST MARCH, 1862.

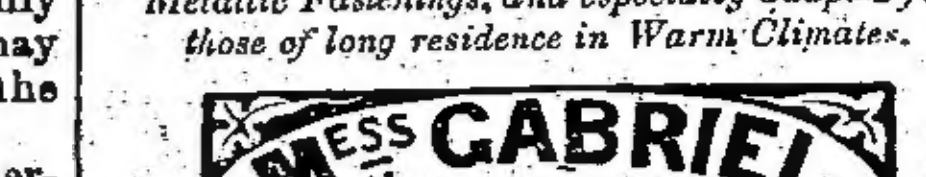
MESSRS GABRIEL'S

INVENTION FOR SUPPLYING

ARTIFICIAL MINERAL TEETH, WITH

SOFT FLEXIBLE GUMS.

Entirely dispensing with the use of Springs, Wires, or Metallic Fastenings, and especially adapted for those of long residence in Warm Climates.



(Diploma 1815).

27, Harley Street, Cavendish Square, and 4 doors from the Railway Bridge, Ludgate Hill, London.

Liverpool: 134, Duke Street.

Birmingham: 65, New Street.

Parties at the extremity of the globe, by forwarding particulars to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an immediate course to obtain a complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIC for restoring and preserving the Teeth, 10s. 6d., and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted perfect, the most palatable as well as the most wholesome Sauce that is made.

Percha, 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth which explains the nature of the various diseases of the teeth, and the best method of curing them, and will be furnished direct on receipt of Twelve stamps.

SAUCE.

LEA AND PERRINS' WORCESTERSHIRE SAUCE.

Pronounced by Connoisseurs to be the only good Sauce and applicable to every variety of Dish.

Extract of a Letter from a Medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell LEA and PERRINS that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

SHANGHAI.

Agamemnon	Midleton	1678	July 15	Frederick, Broderick and Co	London	Early	
Ana	Amstr.	5	str.	25	Am. Standard Co		
China	Seehoon	6	str.	25	Truettmann and Co	Laid up	
Chusan	Burdie	5	str.	434	July 18	A. A. Reynolds	
City of Nantes	Mooney	5	str.	345	July 17	J. H. Wignall and Co	
Columbia	Stewart	6	str.	80	May 24	Shover and Co	
Duplex	Melican	Fraser	5	str.	571	July 18	Messageries Imperiales
Fane			str.	30			Laid up
Fire Queen	Gray	Amstr.	5	str.	30	June 20	Russell and Co
Grete	Jobson	Fraser	5	str.	30	Wm. Farnham and Co	Laid up
Heachew	Comstock	5	str.	30	Capt. Patridge		
Louisa		chi str.			July 12	D. Sassoon, Sons and Co	
Paw-joong	Atkins	5	str.	524	June 12	Stephenson and Co	
Plato	Pike	5	str.	30	July 14	Chien's Government	
Qui-Quia	Chiang	chi str.		300	July 12	Chien's Government	
shanyuan		5	str.	30		Frankmann and Co	Laid up
Ta-pung-Nyo	Arvidle	11	str.	517	Feb. 23	Truettmann and Co	Offeco &c., Early
Tantee	Tubus	Amstr.	5	str.	60	Feb. 18	Russell and Co
Tulcan	Rand	5	str.	130	July 17	J. H. Wignall and Co	
Wan-Long-Fei	Merrill	5	str.	45	Sept. 10	Gco. Barnett and Co	Laid up
Warsah	Oliver	5	str.	256	July 17	Moss and Co	Laid up
Wampoa	Earle	5	str.	115		D. Sassoon, Sons and Co	Laid up
Sailing Vessels							
Abbott Lawrence	Brenball	Am.sh.	1496	June 15	Order		
Acadia	Martin	5	str.	351	June 8	Order	
Agamemnon	Genoa	5	str.	350	June 9	Frank and Co	London
Agamemnon	Hutton	5	str.	504	July 18	Fraser and Co	Early
Antelope	Hale	5	str.	1180	July 10	Ulyphant and Co	
Antip des	Woodruff	5	str.	592	June 26	Shaw Brothers and Co	London
Arabia	Smith	5	str.	616	July 6	Order	Early
Bacaria	Dondolier	4	str.	430	July 15	Clausen Droegers and Co	
Bengal	Peersen	sw. bk.	61	July 14	Glover and Co		
Bessie Searight	Tinim	pr. bg.	133	July 18	L. Schellinas and Co	Tientsin	Immedi.

Blencathr
Bob Tail N

Bolina	Russell	B. bk.	458	Aug. 25		
Bram	Thargon-n	Da.	196	July 9	Wm. Postau and Co	
Brightown	Howard	B. bk.	314	July 9	Order	
Burnah	Fulton	B. bk.	1174	July 16	J. Livingston and Co	
Buenia Vista	Amis	B. bk.	547	June 28	Ang. Heard and Co	F. or charter
Cantile	Jedrej	B. bk.	520	July 14	Braser and Co	
Chalvoro	Armstrong	B. bk.	509	July 7	Smith, Kennedy and Co	
Challenger	Brown	B. bk.	609	July 11	Gibb, Livingston & Co	London Early
Cobang	B. bk.	357	June 3	Stam, Grothers and Co	F. or charter	

Coral Nymph
Cora-

Duckworth	Elsden	B. bk.	624	July 16 th Smith, Kennedy and Co		
Dunsmuir	John	B. bk.	621	July 21 st P. F. Cams and Co	Laid up	
Dunsmuir	Lorenzo	B. bk.	145	July 10 th Smith, Kennedy and Co		
Dunkold	Tom	B. bk.	689	July 10 th Smith, Kennedy and Co		
Edith Banfield	Mitchell	B. sh.	390	July 8 th Smith, Kennedy and Co		
Edith Banfield	Crosbie	B. sh.	504	July 11 th Smith Tait and Co		
Elanborough	Smith	B. bk.	926	July 7 th Smith, Kennedy and Co		
Elizabeth	Fox	B. bk.	442	June 9 th A. T. Ribly and Co	F. or charter	
Eliza Mary	Holte	B. ar.	126	July 16 th Alver and Co		
Euxine	B. bk.	308	July 11 th Smith, Kennedy and Co	Repairing		
Fanny	Waters	B. bk.	497	June 27 th A. R. Ribly and Co	F. or charter	
Father Mindee	Olson	B. bk.	300	July 11 th Forbes and Co		
Galbra	Wey	B. bk.	419	June 23 rd Cont. Habsen and Co	Swatow	
Gilray	W. Fullerton	B. bk.	350	July 11 th Smith, Kennedy and Co	Early	
Golden State	Delano	Am. sh.	314	July 19 th Olyphant and Co		
H. M. Elizabeth	Tryker	Duck.	400	July 7 th Glover and Co		
Hilman	Diamond	B. bk.	410	May 29 th Smith, Kennedy and Co	London	
James Mitchell	B. bk.	471	July 18 th Brooks and Co			
Japan	Bunkel	Duck.	230	July 6 th Fraser and Co		
John Bull	Harris	B. bk.	481	July 7 th Hogg Brothers		
John Paul	Currie	B. bk.	457	July 11 th G. Gillingen and Co		
John Stanton, Jr.	B. bk.	316	June 29 th Fraser and Co	Faipaisao		
John Stanton	B. bk.	381	June 8 th Trueman and Co	Early		
Kelch Newton	Michaelson	B. sh.	656	June 18 th Born Company	London	
Landowen	Spewart	B. sh.	716	June 21 st W. R. Adamson and Co	London	Immed
Maggie Leslie	Stephen	Am. sh.	506	June 27 th Alvar. Drogge and Co	F. or charter	
Martha H.	Hutchens	Am. bk.	506	June 27 th Alvar. Drogge and Co	F. or charter	
Marquis of Argyle	Hay	A. sh.	515	July 4 th Smith, Kennedy and Co		
Meophina	Prehn	Pr. bk.	142	July 19 th Wm. Putnam and Co		
Minister Pahud	Lepores	Dut. sh.	630	June 27 th T. Kroes and Co	F. or charter	
Moring Star	B. bk.	561	July 11 th Smith, Kennedy and Co	F. or charter		
Nelly	Stimpson	B. bk.	430	June 27 th Olyphant and Co	London	Early
Nepztune	Parkins	B. bk.	553	May 21 st B. B. and Co.		
Nimrod	Oughton	B. sh.	1022	July 11 th Matheson and Co		
Nizam	W. H. B. bk.	276	June 27 th C. Smith and Co	Yokohama	Early	
Nizam	Arrese	Fr. sh.	500	May 19 th Forbes and Co.		
Oceanica	Wilson	B. bk.	273	May 29 th Born Company	F. or charter	
Pauline	Taorndyke	Am. bk.	600	July 11 th Castan		
Peria	B. bk.	1208	July 27 th Born Company			
Peterborough	Orchard	B. bk.	560	June 18 th St. Matheson and Co	London	Immed
Petrel	Levier	B. bk.	287	May 21 st B. B. and Co.		
Queen of the Seas	Roid	B. sh.	759	July 18 th Aug. Heard and Co		

bg.	186		Brady
lk.	378	June 11	D. S.

Nimoda	Drysdale	B. sh.	630	June 28	How and Co		
Sir W. F. Williams	Wilson	B. sh.	870	July 2	Shaw, Brothers and Co	London	Early
Summer Cloud	Boyes	dt. sh.	692	1	Orser		
Trebolgan	Lewis	dt. sh.	1171	May 28	Blain, Tate and Co	Liverpool	Early
Tycoon	Mutter	B. bk.	352	June 4	Livingston and Co.	F. or charter	
Wellington	Mabey	A. bk.	415	June 28	Gilman and Co.	F. or charter	
Westminster	Bovey	B. s.	731	June 28	Smith, Kennedy and Co		

	NAME.	RIG.	GUNS.	R.F.	CAPTAIN.	WHERE AT.
	Acorn,	Store ship				Shanghai
	Adventure,	"c. Troop ship	4	400	G. L. Waddilove	Yokohama
	Algerine,	st. gun-ve.	1	80		Hankow
	Argus,	pad. st. sloop	3	300	Comr. J. Round	Shanghai
	Banister,	st. at. g.b.	6	60	Lieut. Tonkin	Hongkong
	Barrow,	sc. st. corr.	21	600	Capt. Bory	Shanghai
	Beaumont,	pad. st. steo.	4	100	W. N. W. Hewitt	Japan
	Bonnet, Steam Ord.	st. at. g.b.	3	60		Hongkong
	Bustard,	gun-boat.	3	60	Lieut. Macquay	Japan
	Cockchafer,	gun-boat.	3	60	Lieut. Howard Kerr	Ninipo
	Cornarout,	sc. at. gun. va.	4	200	Comr. G. D. Broad	Nagasaki
	Coquette,	sc. gun-ve.	4	150	Comr. A. G. K. Roe	Saporo Ord. hom.
	Crescent,	pad. st. tender	1	80		Hongkong
	Deve, Steam ordinary,	gun-boat.	3	60	Lt. Hunt	Ninipo
	Drake,	gun-boat.	3	60	Lieut. Eaton	Japan
	Firm,	gun-boat.	3	60	Lieut. E. E. Stokes	Hongkong
	Flamer, Steam Ordinary,	gun-boat.	3	60	Lieut. J. F. Stokes	Hongkong

Grasshop

Rank	Harley,	1st Lieut. G. O.	3	60	Lieut. Lingard	Hongkong
	Haughy,	gun-bo.	3	61	Lieut. Lunt	Fukien & Japan
	Havock,	gun-bo.	3	62	Lieut. E. Long	Nagasaki
	Hesper,	store ship.	4	150	Suff. Com. Thain	Choofoo
	Insulent,	gun-bo.	3	63	Lieut. G. T. Nicolas	Amoy
	Janus,	gun-bo.	3	44	Lieut. C. W. Johnson	Amoy
	Jenny, Steam Ordinary,	gun-voel.	1	80	—	Hongkong
	Manila,	sc. st. des. vesp.	—	71	Lt. R. Ryan (Master)	Hongkong
	Melville, Naval Hospital,	hospital.	—	—	Lt. Bernard, M.D.B.A.	Hongkong
	Opossum, Tender to	gun-bo.	3	60	Lieut. Mainwaring	Hongkong
	H. M. S. Princess	gun-bo.	3	60	Lieut. Menzies	Hongkong
	Charlotte,	sc. s. vessel	4	200	Capt. Haswell	Amoy
	Osprey,	sc. atm. corp.	21	200	Capt. Stevens	Amoy
	Pelorus,	sc. at. ship	17	200	Capt. Stevens	Amoy
	Perseus,	sc. at. corp.	21	200	Capt. Stevens	Amoy

Princess

ing the bag of vice	sc. line of ba. sh.	73	400 Capt. W. G. Jones	Nagasaki
Admiral Geo. St.				
Vincent King, C. B.)				
Rattles,	se. at. sloop	17	06 Comr. Webb	Singapore
Rifleman,	sc. Survey ves.	5	100 J. W. Reed	coast of South C
Salamina	pad	5	258 Comr. G. Suttle	Nagasaki
Scylla,	sc. atm. corp.	12	400 Capt. R. W. Courtenay	Itogo
Serpent,	sc. desp. vessel	4	200 Comr. C. H. Bullock	1 Surv. serv. J.
Shaney,	gun-boat,	1	80 Lieut. J. P. Keats	1st at Fernos
Snap,	gun-boat,	3	60 Lieut. Powys	Ching keang fo
Staring, Steam Ordinary,	gun-boat,	3		Tientsin
Staunch, Steam Ordinary,	gun-boat,	3		Shanghai
Waterhill, Steam Or-	gun-boat	3		Hongkong
dinary,		3		Hongkong
Wattle,	sc. st. g.b.	3	60 Lt. Doughty	Shanghai
Woodcock, Steam Or-	gun-boat,	3		Hongkong
dinary,		3		
Icarus	steam sloop	3	150 Comr. S. P. Townsend	passage out

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